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THE CENTAL GAINS GROUND IN CALIFORNIA.

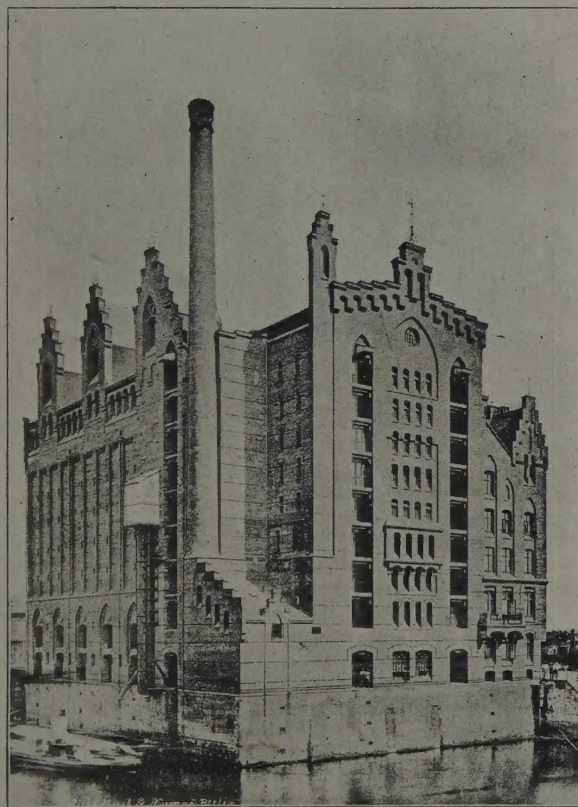
Grain futures are now and will hereafter be sold by the cental on the Produce Exchange instead of by tons, the minimum sale being 2,000 centals instead of 100 tons as has been the practice heretofore.

Several times during the past year the board of directors of the San Francisco Produce Exchange Call Board Association has been appealed to by members to change the system of selling futures on call under the designation of tons. The prices quoted were by the cental. It was urged that the published reports of the daily transactions were rendered thereby quite indefinite, and that while members and others who might be present at the sessions of the Exchange were, as a matter of course, familiar with the system in vogue, the farmer or other outside possible customer could not so readily understand the terms and manner of quotation in use. There were numerous conferences over the subject and several members submitted lengthy written communications to the Board explanatory of the advantages of such a change. The late President, W. A. Holcomb, was inclined to favor the petitioners, but in the midst of the consideration of the subject he was taken sick and was confined to his home until his death on the 1st of last May. Nothing further was done in the matter until the present Board of Directors were elected, when the subject was again agitated.

President Gerberding favored giving the plan a trial, and in this he was sustained by several members of the Board. As a result a resolution was adopted authorizing the change, and the transactions of the Exchange are now published, showing total sales of so many thousand centals instead of tons. While the change is a little odd to some of the members its popularity is becoming more apparent and many who were opposed to it previously now concede its superiority.

The wheat business in California is done by the cental just as it is in the Eastern states by the bushel. The cental, however, is without doubt the most satisfactory designation of a given quantity which could be chosen. It is 100 pounds throughout the world, while the ton is indefinite, in that it might mean 2,000 pounds or 2,240 pounds. The

bushel likewise is changeable, in some localities being sixty pounds, while in others it ranges from fifty to sixty pounds. Furthermore, while sales in the call board have always been in 100-ton lots the quotation or price has always been per cental, so that 100 tons of wheat at 97½ cents is not as explicit as 2,000 centals at 97½ cents, although both



AN ELEVATOR AT HAMBURG, GERMANY.

are the same. Receipts of grain in California are always by the cental, so that the term "cental" commends itself to growers and dealers alike as the most satisfactory designation of quantity.

Dr. A. W. Thornton of Ferndale, Wash., who has been experimenting in flax growing for some time, expects to have a bill passed at the next legislature giving a bounty to flax producers of that state.

AN ELEVATOR AT HAMBURG, GERMANY.

New ideas and improved methods of doing anything gain ground slowly in Europe. This applies with special force to the American system of handling and storing grain. Many elevators are built there with bins for handling grain in bulk, but few, if any, are not well supplied with room and facilities for handling sacked grain. Some elevators which were built to handle grain in sacks and bulk have since removed the bins and put in floors. The elevator illustrated herewith is one of this number. Most of the European grain warehouses handle grain in bulk whether they have bins or not, but those without bins can hardly be considered as houses equipped for handling bulk grain.

Much grain is received at Hamburg by water. The river Elbe, as it flows to the North Sea, furnishes a convenient means of transportation to the city for imports as well as domestic shipments. The house illustrated is built on piling capped with stone and concrete. Its silos or bins have been given away to floors, but much of its grain handling machinery has been retained.

Its four elevators are in different parts of the house. Each one has an elevating capacity of 70 tons per hour. It has seven conveyor belts, two running lengthwise, and five crosswise of the building. Some of the belts are so arranged that they can carry sacked or bulk grain. The building contains no cleaning machinery. Grain is received from small vessels by means of a marine leg and delivered to the scale hopper. Large vessels are unloaded by means of a floating elevator, which delivers grain to an underground conveyor. A side track extends into the building so that grain from cars as well as wagons can be dumped into the basement, whence it is taken to elevator boots by conveyor belts.

As in St. Petersburg the American style of grain warehouse does not seem to have met with favor in Hamburg. The advantage of maintaining the identity of grain, and the absence of a reliable system of grading, and the cheapness of human grain conveyors combine to discourage the use of elevators on the American system.

Thirty-seven cargoes of wheat were shipped from San Francisco during July and August.

PAYMENT OF FREIGHT WHEN DAMAGES ARE CLAIMED.

BY A MEMBER OF THE CHICAGO BAR.

Should a consignee or freighter first pay the freight charges before he shall have a right to sue a common carrier for damages to his goods, or for the delivery of the goods, and for damages thereto, when the damages equal or exceed the freight? Under the old English practice the freighter was compelled to resort to an independent action for his damages. But this doctrine has been repudiated in America. And it seems that in England now, under a comparative recent statute, a set-off is allowed in an action for the freight.

It is stated in 8 Am. & Eng. Enc. Law, p. 977, that "in the United States it is well settled that, if the goods are damaged in a manner for which the carrier is liable, the owner may deduct the amount of injury from the freight, or he may recoup the amount of damage when sued for freight." In Redfield on Railroads, p. 188, it is stated: "If the goods be damaged in a manner for which the carrier is liable, the owner may deduct the amount of injury from the freight." And in a note it is said: "The right of the owner of the goods to insist on any damage done the goods, for which the carrier is liable, by way of recoupment or deduction from the freight, is well established in this country, and is a most elementary principle, as applicable to analogous cases."

The case of Ewart v. Kerr (Supreme Court, South Carolina) Rice, 203, decided in 1839, was one of the pioneers in this line, and the court's wisdom is being more and more vindicated. The freighter's right to set off his damages against the freight is the first logical step in the solution of the question. Undoubtedly, the carrier has a lien on the goods for the freight due upon the performance of its contract. Thirty years later the Supreme Court of Vermont said: "It is fundamental in the law that the right of the carrier to have his freight results from the performance, on his part, of the contract in virtue of which he undertakes and proceeds in the carriage of the property. If they fail to carry, and have ready for delivery, they could not maintain a claim for freight. If in the carriage they should subject themselves to liability for damage to the consignee in respect to the property carried, that would disentitle them to the extent of such liability to demand and recover freight. And, if the damage should exceed the amount of the freight to which they would otherwise be entitled, of course, they would not be entitled to demand and recover anything for the carriage of the property. Such seems to be the result of the unquestioned principles, and of the decided cases bearing upon the subject." The court distinctly held that where the carrier, by delay in transportation and delivery of goods, has injured the consignee to an amount equal to the charge for freight, the lien of the carrier ceases, and the consignee may maintain an action for the recovery of the goods without paying or tendering the freight.

The title to goods in the hands of a carrier is in the freighter or consignee, and it follows that for damages to that property, by fault of the carrier, the owner may sue the carrier for damages, even though the property be held by the carrier for the payment of the freight thereon, when the damages equal or exceed the freight, in which the freight charges may go to cancel or diminish the damages. When the damage equals or exceeds the freight, the carrier's lien for freight is gone, and the owner's right of possession of his property is complete, and he may maintain an action for claim and delivery for the property, and for damages. The carrier thus loses no right. He either holds the goods under his claim for freight, or he is protected by the bond given by the plaintiff (the freighter) for the return of the property in the event that he fails in his action; while, on the other hand, nothing would protect the freighter against his loss in the event of insolvency of the carrier if the freighter were compelled first to pay freight before suing for damages.

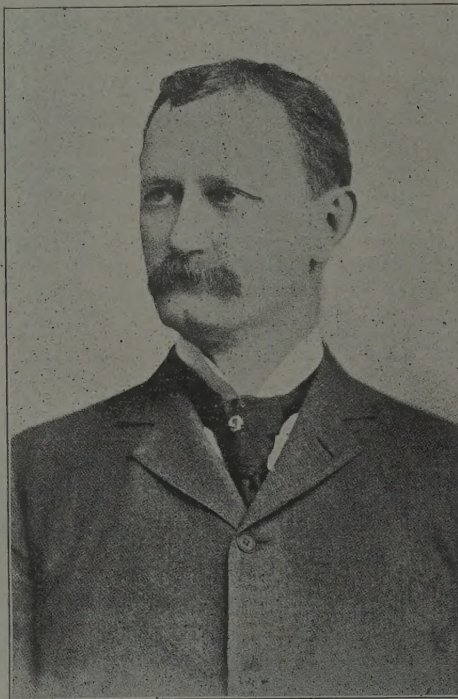
As a general rule, it is wisest and safest for the freighter to pay the freight, and then sue for dam-

ages, since the possession of the goods by the consignee would earliest put them to their designed use, would tend to diminish the injury arising from the detention from that use, and especially would afford the consignee better means of ascertaining the amount of damage already done; but this is a rule of caution, and not a rule of law.

SECRETARY OF THE INTERIOR DAVID R. FRANCIS.

The members of the grain trade have reason to be particularly well pleased with the selection of one of their number to serve as Secretary of the Interior. Those connected with the Merchants' Exchange of St. Louis were prompt in showing their appreciation of the honor bestowed upon their fellow member, David R. Francis, and held a meeting to give public expression thereto.

David Rowland Francis was born in Madison County, Kentucky, October, 1850. When he was 15 Mr. Francis moved to Missouri, and a year after entered the Washington University of St. Louis, and was graduated in 1870 at the head of his class. With a decided liking for business, his start in a



HON. DAVID R. FRANCIS.

commercial life was as a clerk in the house of Messrs. Shyrock & Rowland. In time he became one of the partners of the firm, and in 1877 entered the grain commission business on his own account.

He has occupied an important position in St. Louis as a leading man of affairs; he filled successively the positions of Director, Vice-President and President of the Merchants' Exchange. In 1884 Mr. Francis took part in the National Democratic Convention which nominated Mr. Cleveland. Representing the Democratic party in St. Louis, he was elected Mayor of St. Louis in 1885. As the first officer of the city, Mr. Francis' career was a distinguished one. He set his face against the many rings which before his time had wellnigh ruined St. Louis. In 1888 Mr. Francis received on the first ballot the Democratic nomination for governor of Missouri, and he was elected. Being at that time 38 years old, he was the youngest man the state had thus ever honored. During his administration the business of the state was so thoroughly and capably managed as to call forth the praises of even those who had been politically opposed to him.

As a merchant, Mr. Francis has gained universal respect in St. Louis for his honesty and enterprise. As an advocate of sound money he stands well to the front. He has long been identified with the grain trade of St. Louis, and when the United Elevator Co. failed recently he was appointed receiver.

FALSE BILLING.

Several shippers who have been guilty of under-billing their grain shipments are getting uneasy as the time approaches for the Interstate Commerce Commission to have another hearing at Chicago. From section 10 of the Interstate Commerce Law, which relates to the billing of false weights, we take the following:

"Any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any officer or agent thereof, or any person acting for or employed by such corporation, who, by means of false billing, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and willfully assist, or shall willingly suffer or permit any person or persons to obtain transportation for property at less than the regular rates then established and in force on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term not exceeding two years, or both, in the discretion of the court, for each offense.

"Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding \$5,000, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court."

THE FARMER SUBMITTED TWO SAMPLES.

The country dealers who buy grain of farmers by sample may be delighted to learn that all farmers do not submit the best samples of their grain, and say nothing about the part of it that is not up to sample. A paper of Stockton, Cal., tells of a case where the farmer actually submitted two samples of barley to the grain buyer and stated that the grain of both samples came from the same field. One lot runs about 42 pounds, and the other lot about 48½ pounds. "How are we going to fix this?" said the farmer. "One lot of barley is as clean as the other, as bright as the other, but not as heavy. I'll swear by those samples, but how am I to fix it since the light and heavy is all mixed together, or nearly all?"

"We'll fix it," said the dealer. "These are honest samples and we'll average the whole lot," and he did. That farmer will have no trouble when he brings in his barley, and will gain by having brought both samples instead of only the best one.

When the grain buyer ships to a central market his grain is sampled in six to ten places in each carload, yet he frequently buys all a farmer has on the examination of one sample. If shippers who buy grain from farmers by sample would insist upon seeing samples taken from different parts of the grain they would have a better understanding with the farmers at the making of the contract, and no misunderstanding at its close. Buying grain sight-unseen frequently proves very unsatisfactory, and generally it is due to the fact that the sample submitted by the farmer did not represent the average quality of his grain.

DEATH OF J. T. MOULTON.

Many members of the grain trade were grieved to learn of the death of the pioneer elevator builder, J. T. Moulton, which occurred at his home in Chicago, Sunday, Aug. 31, 1896, after an illness of four weeks. His death resulted from an enlargement of the heart, and general enfeeblement and exhaustion which followed the attack.

Joseph Tilton Moulton was born in the town of Gilford, N. H., Aug. 27, 1826. He was a lineal descendant of the first settlers of that state, many of his ancestors being prominent in the development of the Granite State. General Jonathan Moulton, a Revolutionary patriot, was his great-grandfather. His education was limited by meager facilities, having been raised on the farm. He must be termed a self-made and self-educated man in every sense of the word.

He early became proficient in the handling of tools, with a decided inclination to machinery in all its forms. In his early manhood he went to Waltham, Mass., and there became employed in the mammoth bleacheries of that town, where his faithful application to his duties and intelligent discharge of them soon gave him a commanding position among his fellow workmen. There he was married, and in the early 50's, like many others, turned to the West with its great possibilities. Finally in 1853, with his family, he came to Chicago, where he made his home continually until his death. On arriving in Chicago he was attracted to the grain elevators then in existence, and sought and obtained employment therein. After several years' experience in their practical operation, he combined this experience with his mechanical skill and became a designer and constructor of this class of buildings. For many years he stood alone as the representative builder of this class of construction. The modern grain elevator is indebted to him more than to any other man for the great development of the present day, as compared to the primitive methods in vogue when he entered the business. The first elevator erected in Duluth, which port now handles more wheat than any other in the world, was designed and built by J. T. Moulton in 1870.

In 1871 he admitted his son George M. to a partnership, and thereafter the firm J. T. Moulton & Son continued to design and erect grain elevators in all parts of the country. Their work is visible in almost every large grain center and distributing point from Portland, Maine, to Portland, Ore., and from Duluth to New Orleans, embracing many millions of bushels in capacity. Prominent among these are the Illinois Central Elevators, also the Galena and Union of Chicago; all the elevators of Duluth, and with few exceptions those at West Superior; the Lake Shore Elevators of Detroit and Toledo; the Wabash Elevators of Toledo; the Erie of Buffalo; the New York Central Elevators in New York and Weehawken; the Pennsylvania Railway Elevators of Baltimore, and elevators in St. Louis and East St. Louis.

In all of his business relations Mr. Moulton was scrupulously exact, fair in his dealings with all men, and prompt to fulfill every obligation. He was gentle in manner, yet firm in whatever course he deemed to be right. He won and merited the esteem of all with whom he came in contact. He was modest and retiring, never seeking notoriety, and found the greatest enjoyment in the quietude of the home circle. A fraternal feeling for humanity induced him to join the Masonic fraternity, of which he was an honored life member of the several organizations with which he affiliated. He was on the roll of membership in Landmark Lodge Free and Accepted Masons, Fairview Chapter of Royal Arch Masons, Apollo Commandery of Knights Templar, and had attained the thirty-second degree in the Ancient and Accepted Scottish Rite in Oriental Consistory, all of these bodies being located in Chicago.

In politics he was a consistent believer in the principles of the Republican party ever since its inception under the leadership of Fremont. His religious views were liberal, inclined to Unitarianism. The rule of his life was the golden motto: "Do

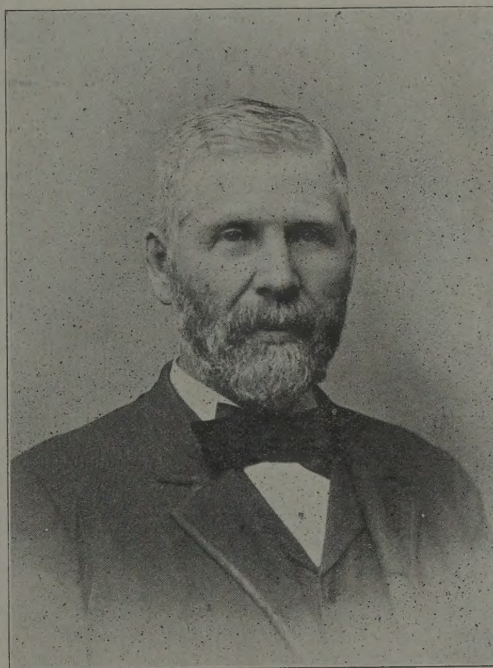
unto others as you would have them do unto you."

His life was peaceful and happy, and after amassing a reasonable competency in worldly possessions he retired from the active hustle and bustle of business strife in recent years to enjoy a well earned rest, which, unfortunately, was interrupted all too soon.

He leaves surviving him his widow and three children, namely, Col. George M. Moulton, President of the Guaranty Construction Co. of Chicago, successors to the business of J. T. Moulton & Son; Mrs. L. D. Kneeland, and William A. Moulton, Secretary of the Pioneer Fire-Proof Construction Co. of Chicago.

WORRYING THE BUFFALO ELEVATOR POOL.

The grain elevator at Black Rock seems to be making the Buffalo elevator pool considerable trouble. It is cutting rates of elevation and storage $\frac{3}{8}$ cent to $\frac{1}{2}$ cent and judging from the charters made to that point has all the business it can handle. The Buffalo grain elevators have succeeded in maintaining an ironclad pool. There are twenty or twenty-five elevator concerns included,



JOSEPH TILTON MOULTON.

among which are warehouses owned and controlled by the Vanderbilt interests.

The rates of elevation and storage are such as to make Chicago elevator men envious and the whole system handicaps the movement of grain East. The transfer and first storage charge is $\frac{7}{8}$ cent, figured from lake vessel to canal boat. There is an additional charge of \$3.50 per thousand bushels to the vessel owner, the greater part of which goes to the elevator. In some cases there is an extra $\frac{1}{4}$ cent charged when the grain goes from a vessel into Eastern cars. As the grain comes in cargo lots an elevator can handle 100,000 to 200,000 bushels in a day. Elevators here get $\frac{3}{4}$ cent for first storage and elevation and have the grain to accumulate from carload lots. The Black Rock anti-pool elevator was built this spring. Its proprietor is the owner of a number of canal boats. The only difficulty with the house is that it cannot unload vessels drawing over thirteen feet of water.

Hill of the Great Northern road bought an elevator site at Buffalo some time ago and ever since there has been talk of his supposed intention of building and running an elevator in competition to the pool.

Figuring dockage at Kansas City would be greatly facilitated by the use of Davis' Dockage Tables, and many errors prevented.

VARIETIES OF WHEAT SOWN IN OHIO.

The general failure of the wheat crop in Ohio this year has caused many of the farmers to think that their wheat is "running out," and the desire to change seed is more general than it has been for some years past, judging from letters received at the experiment station.

Experience has shown that it is advisable to select the best from each year's crop for the next year's seeding and to ship in seed wheat from outside territory every four to six years. It is not necessary to change the variety or to go outside the state for seed, except when no choice seed can be secured within its boundaries. Grain dealers and millers should never lose an opportunity to encourage the farmer to strive to improve his wheat by the careful selection of the best of each crop and the frequent introduction of choice wheat from other districts.

The Ohio Experiment Station is credited with saying in a recent report that while there is undoubtedly a great difference in the vigor of different varieties of wheat and their adaptation to various soils and climates, the tests made at the experiment station encourage the belief that a variety adapted to the soils and conditions of a given locality will tend to improve, rather than degenerate, if proper care be exercised in selecting seed from year to year. To illustrate: The two varieties of wheat which head the list at the Ohio station in a ten-year test, Valley, which has given the largest yield per acre, and Penquite's Velvet Chaff, which has given the heaviest average weight per bushel, are both varieties which originated or were first distributed from Southwestern Ohio from fifteen to thirty years ago.

These varieties are not proof against all unfavorable conditions, and every season they are excelled in yield by some other varieties, but no one variety has yet been able to overtop either of them in the points mentioned in the average of a long-continued test.

ACETYLENE IN GAS ENGINES.

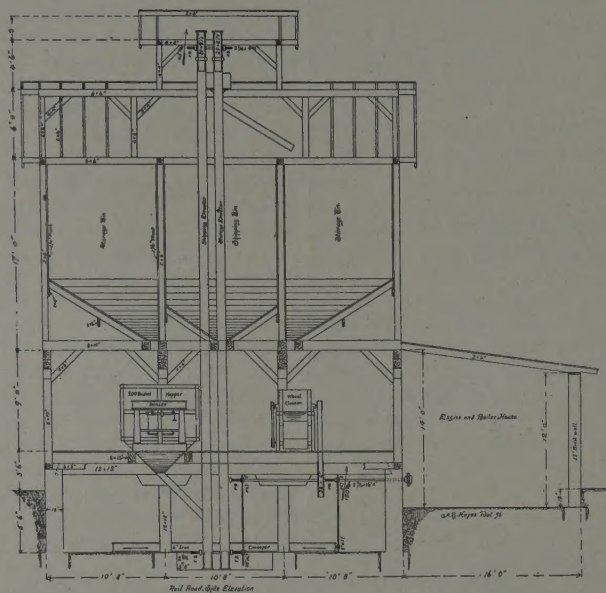
In a paper recently read before the Société Technique by Mr. Ravel, the author stated that acetylene kindles at about 900 deg. Fah., while other inflammable gases fire at about 1,100 deg. Fah. Explosive mixtures of acetylene can be readily exploded by inclosing them in glass tubes and heating them over a spirit lamp; the mixture explodes before the glass is softened. He said the temperature produced by the explosion of acetylene is over 7,200 deg. Fah., while that of the oxy-hydrogen blow-pipe is not more than about 5,400 deg. Fah.

This high temperature, together with the small amount of water vapor produced, makes the explosion of acetylene a very violent one, which breaks a bottle that gas and air mixtures cannot break. The flash produced is a blinding one, and it is very dangerous to bring a flame near a leakage of acetylene. Then the ease of lighting and the force of explosion promised to render acetylene very useful in gas engines. Tests were therefore made. The engine at first made a series of loud sharp explosions which threw the indicator level out of gear. The lubrication had to be doubled, and the degree of cooling had a great deal more influence on the efficiency than when coal gas was used. The indicated work falls off with the proportion of acetylene.

As the acetylene is increased the initial pressure rises, but the fall of pressure is immediate and the expansion is not kept up. As the acetylene approaches five per cent, the explosions become destructive, and there seems to be internal vibrations in the mixtures in the cylinder. Diminishing the compression, these vibrations are less and the work done is greater. The work done is then about 2.1 times as great as can be obtained from an equal volume of coal gas. Acetylene cannot be advantageously used in motors as at present constructed, for either it has to be too much diluted or else the explosion is too sharp.

A WELL-ARRANGED 5,000-BUSHEL ELEVATOR.

The efforts of the country carpenters in the line of constructing modern grain elevators which find expression in small houses here and there are often

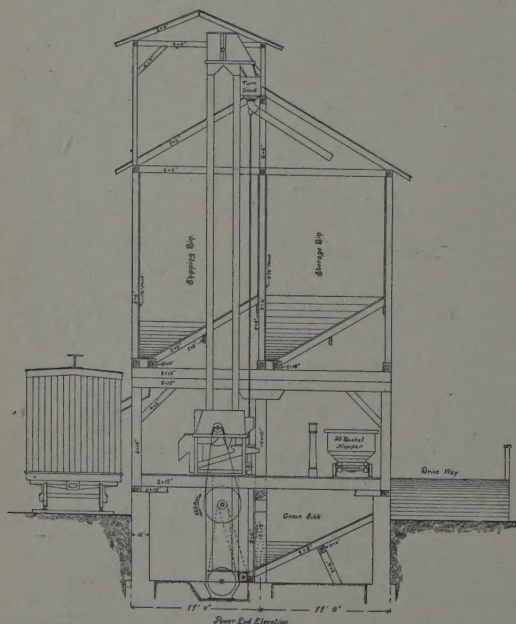


ridiculous. We frequently read notices of their falling down or giving way to an unbearable feeling of depression caused by an average load being placed in their bins. It is then that the seeker after the cheap elevator arrives at the conclusion that the first cost is not the only cost, and he resolves to let no more contracts to inexperienced, irresponsible barn builders.

A barn builder may be able to put up a building that will hold grain, but it will not be arranged for the convenient or economical handling of grain, and the extra cost for power and labor required to operate the house will more than offset the trifle saved by employing a man who is not in touch with up-to-date methods and appliances. A good elevator constructed by an engineer who has made a specialty of elevator building and understands all the strains to which it will be subjected is sure to stand, and although the first cost may be a trifle greater it will be cheaper in the end.

The plans of elevator construction shown by the cuts given herewith were drawn by Austin B. Hayes.

The plans are of a 5,000-bushel elevator. The



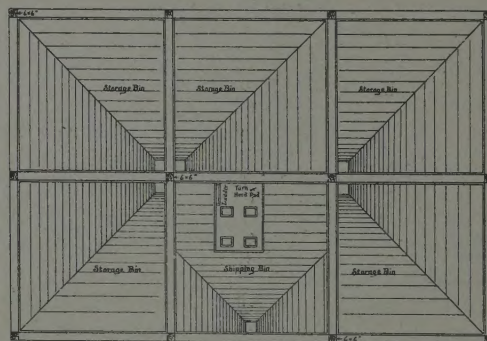
building is 22x32 feet on the ground, with a 9-foot basement. It is 9 feet to the bin hopper, 17 feet to the top of the bins, and the Texas extending 12 feet and 6 inches above the bins, making in all 42 feet above the ground.

This style of elevator is simple in construction, and is substantial enough to hold from 5,000 to 15,000 bushels of grain. It has a cleaning capacity of 300 to 1,000 bushels per hour.

As indicated in the power end elevation the basement walls are 18 inches thick, 8x10-inch timber

being used for the first floor supporting posts, and 2x6 above. The receiving sink in the basement has

Plan of Sins
Capacity 5000 Bushels

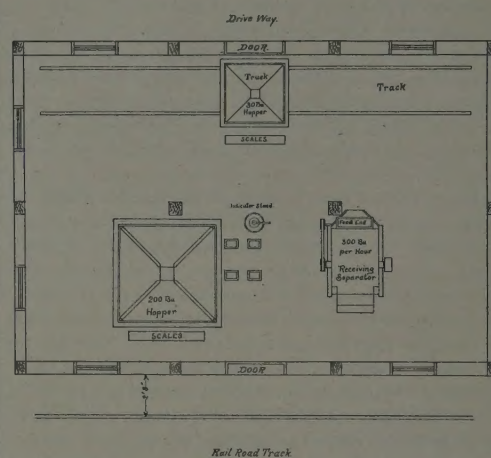


2x8 planking, supported by 6x6 timbers. The 30-bushel truck hopper on the working floor is for receiving grain from farmers' wagons. The truck runs on a track the full length of the building, crossing a platform scale where the grain can be weighed and then dropped to the sink in the basement. This sink covers one-half of the basement, and has a capacity of 1,000 bushels, which enables the opera-

the bins direct to the separator, cleaned and reelevated to the bins. In loading into cars grain is drawn to the 200-bushel hopper scales shown in the railroad side elevation, weighed and dropped to the shipping elevator. Then it is elevated to the shipping bin and spouted direct to the car.

The engine and boiler house has outside walls of brick 13 inches thick, and roof of 2x6 stuff. At the highest point the roof is 14 feet, at the lowest 12 feet. The main line shaft drives the wheat cleaner,

Plan of First floor

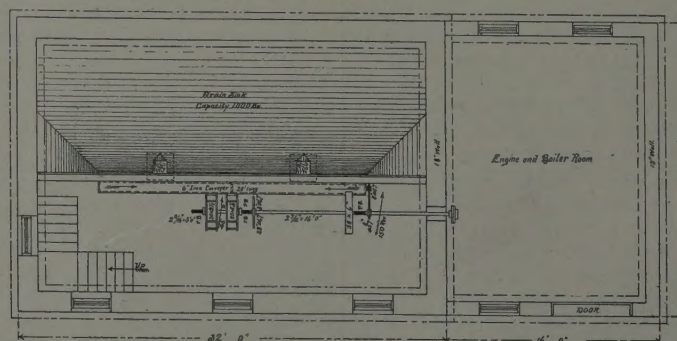


the 6-inch iron conveyor 20 feet long, and the elevators, the shaft running at a speed of 150 revolutions. The plan of the first floor shows the truck hopper and scales, the hopper scales, indicator stand and receiving separator.

MONTREAL'S EXPORT TRADE.

It is a great pity that the remarks of some of the members of the Corn Exchange should have given a wrong impression to outsiders regarding the produce trade of this port, by characterizing the Association as dying of dry rot, whereas the export trade in which its members are engaged has not been as active for years as during the present season, and the chances are that at the close of our maritime year, it will be demonstrated that we have accomplished the largest export business that was ever done since Montreal was a port, says the Montreal Trade Bulletin. It is quite true that the business transacted on the Corn Exchange has changed during the past thirty years; but that was through no fault of the Corn Exchange Association, but was the result exclusively of the cheaper long haulage rates of the railways by which Montreal lost a large share of her trade, and had to bear the chagrin of seeing it go straight past

Plan of Basement



tor to receive that amount without running any machinery unless it is desired to clean or ship grain.

At the bottom of the sink is a 6-inch iron conveyor which carries the wheat to the elevator boots. The elevators discharge to any of the bins. A turn head operated from an indicator stand on the working floor allows the operator to spout grain to any bin without going to the top of the elevator to change the spout. The separator has a capacity of 300 bushels per hour. Grain can be drawn from

her. Consequently one can readily understand why no samples are now brought on 'Change, as was customary in the days of other years. The members of the Corn Exchange Association, through no fault of their own, are now obliged to be content with what local and reduced outside trade is left them. But that is by no means an evidence that the produce trade of Montreal is dying of dry rot, which, unfortunately, is the erroneous impression that has got abroad,

DISCRIMINATION UNDER THE SHORT-HAUL CLAUSE.

One of the latest rulings of the Interstate Commerce Commission is to the effect that, under the fourth section of the act to regulate commerce, a carrier is not justified in charging more for the shorter than for the longer distance by competition at the longer distance point of other carriers which are themselves subject to the act, in the absence of authority from the commission, under the proviso clause of that section. The cases in which the decision was rendered were instituted by complaints filed by the Board of Trade of the city of Lynchburg, Va., and a number of firms against the Old Dominion Steamship Company and the Norfolk & Western Railroad Company and other roads and officials thereof. The substance of the complaints was that the defendants unlawfully charged and collected greater compensation in the aggregate for the transportation, under substantially similar circumstances and conditions, of like kinds of property from the city of New York or the city of Boston, for the shorter distance to Lynchburg, Va., than for the longer distance over the same line, in the same direction, to Knoxville, Tenn., the shorter being

in an earlier case—Trammell vs. Clyde Steamship Company—in which it held in substance that a given carrier is not justified in charging more for shorter than for longer distances by the competition at the longer distance point of other carriers which are themselves subject to the act to regulate commerce, in the absence of authority from the commission under the proviso clause of the fourth section. In such a case, the commission said, the "circumstances and conditions" are not deemed to be dissimilar, and the higher charge for the shorter distance is unlawful. The various decisions of the federal courts which have since been rendered contained nothing, the commission said, to discredit the correctness of this proposition or in conflict with the argument by which it was supported, and while further adjudication may be at variance with this view of the fourth section in the present state of the law, there was no reason for denying its application to the controlling question in the cases before it. The sole excuse for the extraordinary reduction in rates to Knoxville was, the commission continued, the prior reduction in rates to that point by other carriers which were themselves plainly subject to the act to regulate commerce, but in no case could this be deemed a sufficient justification

ous rates to the latter place was unlawfully collected.

THE NEW ERA GAS ENGINE.

Of all the machines that mark the industrial greatness of the nineteenth century, the engine unquestionably stands first. For many years the steam engine stood without a rival, and it may be said that it has now reached the point where improvement is very slow, and where its practical efficiency is very near to the theoretical. Not so with the gas engine. It has come to the front to a remarkable degree within the five last years, and admits of still further improvement. From a crude and expensive affair, continually getting out of order, it has become a quite highly economical and reliable machine of the first order.

An ideal gas engine is one that is of simple and pleasing design; not liable to get out of order; easy to start, has accessible working parts and is economical, steady and durable. To get this combination in the highest degree, without sacrificing one good point for another, is not an easy matter, but it is said to have been attained in the New Era Gas Engine, which is illustrated herewith. It is of the well-known four cycle type, horizontal, and built in sizes ranging from 10 to 60 horse power.

The New Era has been making a great many friends during the past few years, and one feature which especially recommends it is the slow speed, and very heavy parts, which makes the first cost a little greater, yet insures longer life, and economy in the long run.

Coal gas, natural gas or gasoline can be used for fuel, and when so ordered the New Era is built to change from one to the other without stopping. The water jacket (which in all gas engines should be cleaned once a year at least) can be reached by simply removing the head, no other parts.

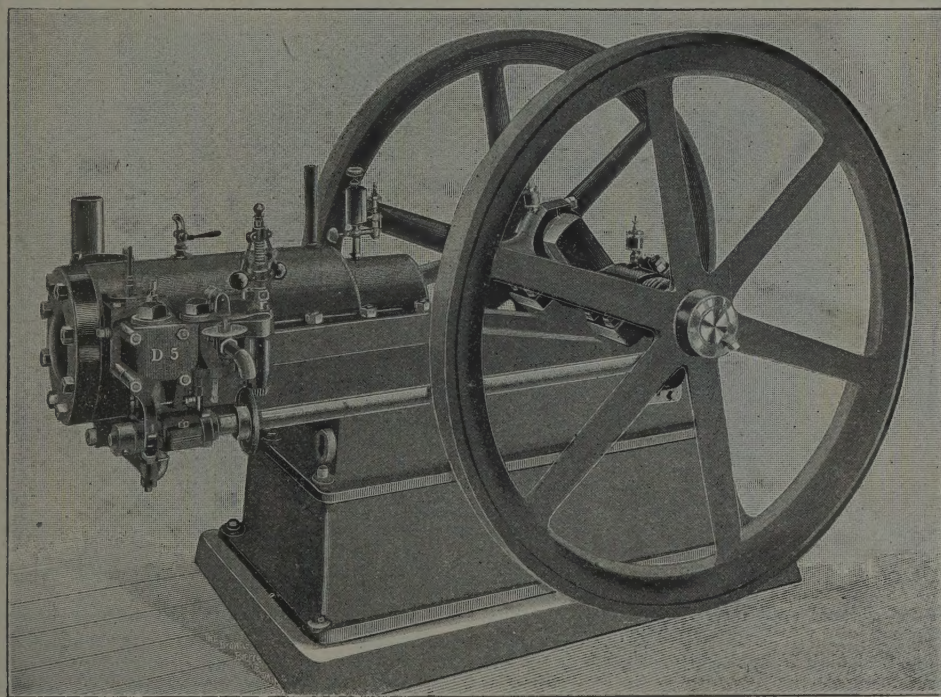
The valves and igniter are all operated by cams on a single lateral shaft driven from the crank shaft by spiral gears. The governor is of the ordinary ball type, driven by bevel gears on the lateral shaft, and can be adjusted so that the engine can be run at any desired speed. When the speed is above normal the governor cuts out the fuel and continues to do so until reduced to normal, when fuel is again taken. At times when the governor cuts out the fuel, fresh air is sucked in and exhausted by the action of the piston, which not only insures the complete cleaning out of all burnt gas, but tends to cool the valves and cylinder. The valves are all of the vertical poppet style, and are self-cleaning, and any one of the working parts can be removed very quickly without disturbing any other part.

When gasoline is used the supply tank is usually buried in the ground, outside the building, and a pump on the engine pumps the fluid to the engine, where its admission to the cylinder is controlled by the injector valve. What fluid is not needed returns to the supply tank by an overflow pipe. No explosive mixture is contained about the engine, consequently the use of gasoline is as safe as gas, as none of the fluid is exposed to the air. It is claimed the New Era will start as readily in winter as in summer.

While gas and gasoline engines are being used in nearly all lines of business they are especially adapted to use in grain elevators, feed mills, etc., for the reason that they can be started up at a moment's notice, and as soon as stopped the expense ceases. The construction of the New Era is such that any man of ordinary ability can soon learn to handle it with perfect ease. Readers who contemplate the erection of new buildings, remodeling or enlarging old plants, will do well to investigate this engine. An inquiry mailed to the builders, The New Era Iron Works Co., Dayton, Ohio, will insure a prompt reply.

Now is the time for you to declare in favor of a National Association of Grain Dealers. Do not hesitate. Act to-day.

The receipts and shipments of grain at Chicago during the last eight weeks increased greatly over those of the same time of the preceding year, as will be noticed by our tabulated reports.



THE NEW ERA GAS ENGINE.

included within the longer distance in each case. It was further alleged that by such adjustment of transportation charges the rates to Lynchburg were made unjust and unreasonable, and that undue and unreasonable preference was thereby given to the city of Knoxville.

It appears from the statement of the commission in summing up the facts of the case, that for a long time prior to the summer of 1894 the defendant carriers which were engaged in the transportation of property from the cities of New York and Boston and other points on the north Atlantic seaboard to Lynchburg, Va., and Knoxville, Tenn., had maintained rates on classified traffic which appeared to be relatively reasonable as between those destinations. Under this adjustment charges to Lynchburg averaged about 50 per cent. of the charges to Knoxville. About June 1, 1894, the carriers made a great reduction in rates to Knoxville without changing the rates to Lynchburg. Under the schedules then put in force traffic was carried to the more distant locality at about 70 per cent. of the charges maintained for the shorter haul. This disproportion continued until August 1, 1894, when the old Knoxville rate was restored, and from that time rates to both places were the same as before the reduction to Knoxville.

In rendering its decision, which was against the defendants, the commission cited a decision by it

without the authority of a relieving order from the commission, and to hold otherwise would be not only to abandon the construction of the fourth section which we have deliberately adopted, but to leave its proviso clause meaningless and inoperative.

The commission further held that the fact that the Lynchburg rate was per se reasonable did not disprove the charge that it was unlawful. If, it continued, rates are relatively unjust, so that undue preference is afforded to one locality or undue prejudice results to another, the law is violated and its penalties incurred, although the higher rate is not in itself excessive. Such a rule, it said, should certainly apply where, as in these cases, a given relation in rates—long continued and concededly equitable—is suddenly and almost completely reversed, merely because other carriers to the longer distance point have disregarded their legal duty. The commission concluded that the maintenance of usual rates to Lynchburg, while much lower rates were allowed to Knoxville, was clearly unwarranted; that it was a disobedience of the law which was not excused or condoned by the similar wrongdoing of other carriers in respect of their Knoxville rates; that the Lynchburg dealers were entitled to rates not greater than those accepted at the same time on like traffic to Knoxville, and that the excess paid by them above contemporane-

SMITH'S IMPROVED OVERHEAD DUMP.

One of the latest dumps for the country elevator man's consideration is the Improved Overhead Dump now being placed on the market by Philip Smith of Sidney, Ohio. As is shown in the illustration it can be easily and rapidly operated without danger. A great many of these dumps have been put in by elevator men and are said to be giving satisfaction.

The dump can be constructed with a double gear so that a boy can easily operate it. The wagon does not have to be blocked or swept in order to dump the grain, and a sled can be dumped as easily as a wagon. It is said no coupling poles are broken, and the sink can be filled to the floor.

The dump consists of one large wooden roller, 7 inches in diameter, with 30-inch sprocket wheel; two $\frac{3}{4}$ -inch ropes, with iron rings; one 4-inch crank gear; one 24-inch drive gear, with 9-inch sprocket wheel; No. 75 chain, ratchet on large gear, two 12-inch shafts and crank.

THE GRAIN TRADE STRAGGLERS.

BY R. E. JECTED.

One hot summer day when life was pretty much of a burden to everyone who has to toil for his bread and butter, a country buyer for a large city firm and a member of the editorial staff of the "American Elevator and Grain Trade" overtook four regular dealers, Messrs. Scott, Fox Snitzler and Phelps, and a traveling solicitor of a large grain commission house, who were struggling along life's rugged pathway and bemoaning the ills, trials and tribulations they suffered. There was no policeman in sight so they found it necessary to confide their woes to one another, and they did it without reserve.

"As I was about to say," remarked the suave Solicitor, "if all the regular dealers of this district (we accept shipments from no scoop men) would ship all this superior wheat to us this year, they would greatly reduce competition among the sellers. You know wheat raised in any other part of the state does not compare with the wheat of this district. With this competition removed we would store the wheat and make buyers pay a good price for all of it. This would surely bring more profit to every dealer of the district. As it is now we receive three-quarters of the grain shipped from this territory, and could insure even greater profits to our patrons if the other one-fourth would also ship to us."

Mr. Scott.—I am afraid of Chicago weights, which are getting very bad again, but I—"Yes, and what is worse the commission men know it, yet make no effort to remedy it," chimed in Phelps.

Snitzler.—Dose city felers dondt care von damn bout us. Vat dey vant is our money. Ven we get anoder railroad to our town and I can get as low rates as the shippers at Railroad Junction 22, west of me, get, I vil be villing to gif dem a trial.

Fox.—Speaking of the low rates given the shippers at your competing point, reminds me of the low rates given by the Z. T. line to Bigbuyer & Co. from all points. My brother, who worked in that firm's office, discovered that I was paying 6 cents a 100 more on corn from my station than his firm was paying from Missouri River points. As soon as he confided this information to me I applied for a lower rate and gave the freight agent to understand that I knew a much lower rate had been granted to Bigbuyer & Co., and I insisted upon having a lower rate. My brother is now in Europe gathering information about the crops and trying to sell grain for his firm.

Phelps.—Mr. Solicitor, your promises of greater profits are very tempting, but why can't we keep the wheat stored in our own elevators, instead of sending it to the Chicago houses and having it docked for future shrinkage and may be for present profit? Then, too, its identity will be lost. I could not afford to pay for a special bin.

Solicitor.—We would put all the wheat from this district in a special bin of our own.

Snitzler.—Ya, und ve would hafe to wait vor a settlement undil you gets ready.

Fox.—If my rheumatism does not keep me in bed this winter, I propose to organize a Country Ship-

pers' Commission Co. One share of stock will be issued to each firm consigning to the company, and at the end of the first year an extra share will be issued to each member shipping 150 cars to the company. Whenever a member's yearly shipments fall below 150 cars his extra share shall be canceled. After the actual expenses are paid a dividend will be declared from the profits.

Solicitor.—Suppose you have a loss, then what will you do?

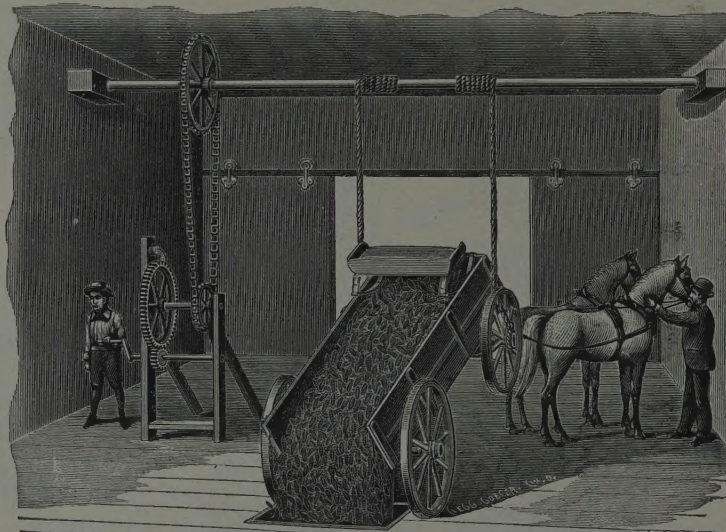
Fox.—I propose to see to it that we do not have a loss. We will handle nothing but cash grain.

Solicitor.—In that case, Mr. Fox, your company will have about three members, yourself and two other anti-option men. The dealers of this end of the state are given to selling much wind and they prefer to transact all their deals through one firm. Of course they only hedge against their holdings, but in their own imaginations their holdings of wind stocks are always large. Failure stares you in the face at the beginning.

Snitzler.—You bod may be wrong, bud I haint no kick to make against my commission man. It's the railroad company I am after. I vant just as vair rates as anybody.

Fox.—What do you pay for insurance?

Snitzler.—I don't buy insurance of the railroad.

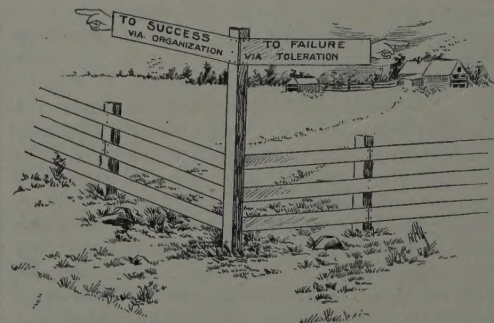


SMITH'S IMPROVED OVERHEAD DUMP.

Fox.—I did not suppose you did, but how much do you pay?

Snitzler.—I dink I pays \$240 for \$4,000 on my elevator.

Fox.—You must be mistaken, but I will warrant you pay entirely too much for it. If country elevator men had a little more respect for and a little more confidence in one another they could easily organize a mutual fire insurance company that would carry their risks for one-half what most of them are now required to pay. We should have a company that would make a specialty of country elevators. It would insure only well protected risks, and if a member did not take the required pre-



cautions to reduce the fire hazard, would promptly cancel his policy.

The "Grain Trade" Man.—Mr. Fox, you seem to think that the only panacea for many ills which now encumber the disorganized grain trade, can be found in combined effort. Why do you not organize an association of grain dealers? You are welcome to

the use of our columns any time you have anything to say on the subject, either in behalf of local or national associations. We will be glad to hear from you at any time.

Fox.—I am a thorough believer in organization, but I haven't time to organize an association. Even if I did, and it was successful, I would not even get the thanks of members for the benefits they received.

The "Grain Trade" Man.—That is where you are mistaken. I know of several trade organizations that pay the expenses of the members of the Board of Directors and give the Secretary several thousand dollars besides his expenses. They find it a profitable investment and are well satisfied with the results.

Buyer.—If the dealers would only organize and insist upon having cars which will not scatter grain all along the road, or insist upon a clean bill of lading, I would be extremely thankful. I know they would get more out of their business. All of us would have less trouble. It's a confounded outrage the way these western roads treat grain shippers. They give him any old loose-jointed box to load his grain into, and what is more exasperating, the fool does not kick, but goes even farther and accepts a bill of lading for "a carload of grain said

to contain — pounds." Do the railroad companies need any additional evidence of the helpless condition of grain shippers? They will never give them any consideration until they find it necessary. Claims for shortages, overcharges, fair rates, damages and everything else will be given a respectful hearing when persistently pushed, but nothing else. I saw the corner of the roof of a car containing grain for my firm torn off in switching last week, yet I could not induce the station agent to cover it or make notation on the bill of lading to that effect. A thunderstorm was threatening, so I tore up the bill of lading and ordered car back to the elevator. He has charged us with switching, but we have not paid it.

Scott.—I do not believe in organization, but I would like to see the scoop shovel men, and the slick commission men who are falsely posing as friends of the farmers drummed—

Phelps.—Hello! there's a sign board.

Snitzler.—Vot does it say?

Buyer.—My eyes are pretty good but I can't read it at this distance.

Fox.—It says, "To SUCCESS via Organization."

Snitzler.—Ver does the oder road go?

Fox.—Do you think I can look around a corner?

Scott.—It says, "To FAILURE via Toleration."

Snitzler.—Dot's von devil of a note. The road ve bin going on looks to be the smoothest.

Scott.—Yes, and it is well shaded.

[TO BE CONTINUED.]

Grain men who want money from foreign banks are obliged to sign gold notes, and some have paid as high as 7 per cent. for small loans.

MEETING OF GRAIN DEALERS AT ST. JOSEPH, MO.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri met at the Pacific Hotel, St. Joseph, Mo., September 7. The president and vice-president being absent, the secretary called the meeting to order and W. H. Chambers was selected to preside. F. D. Babcock, secretary of the Northwest Iowa Grain Dealers' Association, favored the meeting with a very able speech on the work of associations. Several letters were read from parties who could not attend, expressing their regrets.

On motion it was voted that the Secretary should draft a resolution favoring a national association, to be presented to the evening meeting. It was also voted that the business of the Association should be transacted at the evening meeting.

W. H. Chambers of Hepburn, Iowa, read an able paper on "Our Duty as a Member," which was highly appreciated by all present.

On motion, the meeting then adjourned until 7:30 p. m.

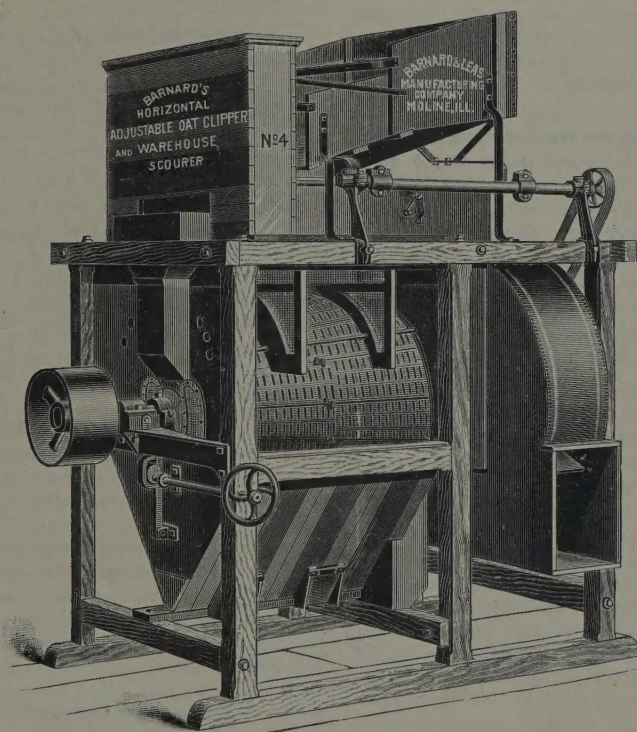
The meeting convened at 8 p. m. and was called to order by Chairman W. H. Chambers. All parties

Grove, Ia.; J. L. Wright of Ballard, Messmore & Co., St. Louis, Mo.; Isaac Motter, track buyer, St. Joseph, Mo.; Errich Picker, of Picker & Beardsley, St. Louis, Mo.; Wm. Murphy, of Murphy & Poor Grain Co., Kansas City, Mo.; T. P. Gordon, track buyer, St. Joseph, Mo.; F. C. Hollinger, track buyer, Omaha, Neb.; C. V. Fisher, of Redmond Cleary Com. Co., Des Moines, Ia.; V. W. Bullock of V. W. Bullock & Co., Burlington, Ia.; E. D. Hamlin, of Jos. Good & Son, Cincinnati, Des Moines, Iowa. H. S. Stoops, Assistant Division Superintendent C., B. & Q., Creston, Iowa.

G. A. STIBBENS, Secy.

BARNARD'S NEW HORIZONTAL OAT CLIPPER AND SCOURER.

Owing to the condition of the present crop of both wheat and oats a hard scourer is indispensable for putting them in condition for market. Not only must the smut be got rid of, but the sprouts from growing grain must be removed, and it is said that oats will have to be clipped at both ends. The machine here illustrated is claimed to be especially adapted for this purpose, and it is successfully es-



BARNARD'S NEW HORIZONTAL OAT CLIPPER AND SCOURER.

were present that attended the afternoon session. Twenty-four applications for membership were read and approved.

F. D. Babcock addressed the meeting in the interest of mutual or coöperative insurance. He presented some strong arguments in its favor and requested the association to take it up. On motion the Secretary was instructed to get an expression of opinion from each member in regard to mutual fire insurance.

No action was taken on the resolution in regard to a national association of grain dealers.

The meeting adjourned, to meet at Council Bluffs on call.

The following were present: J. R. Harris, Northboro, Ia.; H. McCommon, Maryville, Mo.; W. Dougherty, Hawthorne, Ia.; W. T. York, Mound City, Mo.; K. Dockstader, Lenox, Ia.; Ed. McBratney, Stanberry, Mo.; M. F. Hackett, Watson, Mo.; S. E. Kurtz, Greenfield, Mo.; J. F. Johnson, Rockport, Mo.; J. S. Kinney, Hamburg, Ia.; J. L. Gwynn, Imogene, Ia.; J. B. Samuels, Riverton, Ia.; D. Hunter, Farragut, Ia.; J. W. Shambaugh, Shambaugh, Ia.; Jerry Wilson, Conway, Ia.; C. D. Knapp, Sidney, Ia.; H. F. Leet, Maryville, Mo.; J. Auracher, Shenandoah, Ia.; F. M. Campbell, Randolph, Ia.; W. H. Chambers, Hepburn, Ia.; F. S. Brownfield, Craig, Mo.; C. H. Harris, Bartlett, Ia.; Ed. F. Rose, Coin, Ia.; E. Bosley, Skidmore, Mo.; G. A. Stibbens, Coburg, Ia.; F. D. Babcock, secretary Northwest Iowa Association, Ida

tablished. The scouring case is chilled cast iron, and the revolving cylinder is all iron, thus insuring strength and durability to the beaters. They are made conical, and the revolving cylinder is movable on the shaft, and adjustable while in motion. The shaft is heavy and strong, and runs in two self-adjusting, self-oiling boxes, which prevent heating.

The grain is received onto the shaker, when the shaker is used, but when no shaker is used it is received direct into the scouring case through an iron spout on the head thereof, where it receives the proper amount of scouring. It is then discharged into the separating air trunk, which removes all remaining impurities by suction, the heavier of which is deposited in the screenings chamber under the scouring case, which discharges it automatically, while the lighter is blown by the fan out of doors with the dust. The cleaned grain drops out of the bottom of the separating trunk ready for shipping. Grain dealers will need more and harder scouring in their elevators this year, and the makers guarantee this machine. It is made by the Barnard & Leas Mfg. Co., Moline, Ill.

If a prophet of the wheat markets is so accurate that following events justify the forecast, he gets no credit. If he happens to fail he gets lusty kicks. —Toledo Market Report.

INSPECTION FEES AT CHICAGO ARE SWELLED.

It is hard to figure out how anyone was benefited by the legislation by which certain grain elevators were made irregular, only to be declared regular at a later date, with the exception of the State Inspection Department. All the grain in the houses controlled by Seaverns and Harper, which were made irregular a year ago, has been made regular for delivery by being inspected out and back in again. The same thing has been done with the grain which was in the Armour houses, and which with them was declared irregular, and with the grain put into the Central houses during the few weeks when they were under a ban. Nearly all of the grain in the Nebraska City Packing Company's house and the South Chicago annex, which were made regular for the first time this year, has been turned over, as well as that in such of the Weare houses as are now regular, but were not last year.

The plan of making all this irregular grain regular is to run it out into cars and run it back into the houses after inspection as original receipts of grain. The inspection charge is 25 cents a car. One elevator man alone says that he paid nearly \$400 to the inspection department, and he did not have nearly so much to turn over as a number of the others. While all this grain has been made regular for delivery on contracts, the trade has had no notification of the fact. These transfers do not appear on the inspection sheet posted on the floor each day. Up to a few months ago the transfer appeared with original car lot receipts and caused some confusion.

INTERSTATE COMMERCE COMMISSION ON REBILLING.

The Interstate Commerce Commission recently, in an opinion by Commissioner Clements, announced its decision in the case of the Omaha Commercial Club against the Chicago, Rock Island & Pacific Railway and other carriers between Texas points and Omaha, Kansas City, St. Louis and other Mississippi River points and Chicago. The main points of the decision are:

Carriers have no right to disregard distance and natural advantages to bring about commercial equality. Through rates are matters of control between carriers composing through lines, and the commission has no power to compel connecting carriers to contract with each other.

If, in cases of shipments under a through bill of lading and a through rate, the privilege of "stoppage in transit" at an intermediate point and trying the market there, and, if it be found unsatisfactory, of reshipping to the point of original destination at the through rate, be lawful, the granting of it to one locality and the denying of it to another would be an unjust discrimination against the latter.

The maximum class rates between Omaha and Texas points should not be as high as those between Chicago and Texas points, and should not exceed those between Davenport, Rock Island and Moline and Texas points.

Two boys were recently arrested at Richmond, Va., for breaking into C. & O. cars and stealing grain. It is said that they belong to a gang of grain thieves.

At Balfour, Guthrie & Co.'s warehouse at Tacoma, Wash., there were on April 1 300 tons of wheat, and as the law is that anyone holding grain in transit in which he has any ownership whatever shall pay taxes on its full value, the assessors have sent in a small bill for \$5,000.

An intelligent writer who has a clear understanding of everything that relates to the construction and operation of grain elevators contributes the following to the Washington Post: Steel storage tanks for grain are rapidly taking the place throughout the country of the old wooden elevators, and pneumatic tubes are used to convey the grain from the place of storage to the mill, whereas formerly it was wheeled in barrows over bridges between the buildings or through underground tunnels.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

FAVOR ALL ASSOCIATIONS.

Editor American Elevator and Grain Trade:—We are in for all associations, local, state or national.

PRATT-BAXTER GRAIN CO.

Taylorville, Ill.

THE PLAN A GOOD ONE.

Editor American Elevator and Grain Trade:—I think the plan for a national association of grain dealers is a good one, and I hope it will be a success. I will add my name to your list.

Yours truly, E. R. ULRICH JR.

Springfield, Ill.

FAVORED BY AN OLD FIRM.

Editor American Elevator and Grain Trade:—We wish to add our name to the list of those favoring a national association of grain dealers. Our business has been established 21 years.

DORMAN & SANFORD.

Belchertown, Mass.

INDORSES PLAN.

Editor American Elevator and Grain Trade:—I think the idea of a national association is a good one, and take pleasure in sending my name. I trust the plan will meet with the success it merits.

Respectfully yours, P. F. MURRAY.

Bloomfield, Neb.

ELEVATOR MEN SHOULD BE PROTECTED.

Editor American Elevator and Grain Trade:—I think men who have their money invested in elevators should be protected from scalpers in some way, therefore I favor a national association.

H. G. WILSON.

Stoddard, Neb.

NEED AN ORGANIZATION.

Editor American Elevator and Grain Trade:—I have been regularly engaged in buying grain for over three years, and am satisfied that we are in need of an organization that will protect our interests.

Yours respectfully, J. A. GILBERT.

Waco, Neb.

ORGANIZATION IS NECESSARY.

Editor American Elevator and Grain Trade:—The scheme for a national association is a good one. Push it, by all means. I have been in the business twelve years, and feel that something of the kind is necessary now.

C. P. BARLOW.

Tekama, Neb.

COULD ACCOMPLISH GREAT GOOD.

Editor American Elevator and Grain Trade:—We think the national association of grain dealers which you refer to in the "American Elevator and Grain Trade" could accomplish great good if dealers generally would enter into it.

Yours truly, LYMAN JOHNSON,
Northern Iowa Grain Co.

Sioux Rapids, Iowa.

WILL ASSIST.

Editor American Elevator and Grain Trade:—We will be pleased to do all we possibly can to encourage the organization of a full, strong association of grain dealers. We have been in several organizations, are still connected with some, and hope the one now proposed will be successfully organized.

Yours truly,
ST. PAUL & KANSAS CITY GRAIN CO.

Minneapolis, Minn.

HEARTILY IN FAVOR OF A NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—We heartily agree to all you have suggested in regard to a national organization, and believe that such an association would result in much benefit. We are the only regular dealers here, yet we are compelled to compete with a scalper who jumps in and out just as it suits him. We believe if the regular dealers

would combine, and give the commission men and large dealers to understand that they must stop bidding to the scalpers or lose trade of regular dealers, it would have a good effect. We hope to hear more in regard to this matter.

Very truly yours, SMITH & PIERCE.

Effingham, Kan.

HEARTILY IN FAVOR.

Editor American Elevator and Grain Trade:—I am heartily in favor of the proposed national association of grain dealers exclusive of the "man with the scoop." I believe that such an association might accomplish for us who buy at points where there is no competing railroad what we as individuals could not do. Hoping that the proposed association will be successfully organized, I remain

Yours truly, L. D. LEWIS.

Hennessey, O. T.

MUST PROTECT INTERESTS OR RETIRE.

Editor American Elevator and Grain Trade:—A strong national association of grain dealers is what every grain man needs and ought to have. We must do something to protect our interests or we will all have to go out of business. I have been in the grain business here since 1886—ten years. We grain dealers ought to make some money, but we do not seem to work together for our own interests.

Very respectfully, S. D. EELLS.

Elmwood, Neb.

DECLARES IN FAVOR OF ORGANIZATION.

Editor American Elevator and Grain Trade:—Being regularly engaged in buying and selling grain, we hereby declare in favor of the organization of a national association of grain dealers; the membership to rest in firms who have been engaged in the buying and selling of grain at any station for a year or more and are still so engaged, and the object of the association to be the advancement and protection of our common interests.

H. A. KOSTER.

Platte City, Mo.

JUST THE THING.

Editor American Elevator and Grain Trade:—I send herewith the blank clipped from the "American Elevator and Grain Trade" indorsing the movement for a national association of grain dealers. This is just the thing I have been in favor of for years. It is in the West the grain men are fighting each other, and they ought to organize and come to an agreement on all matters to their mutual interest. I wish the movement success and will give it my support.

Yours very truly, J. H. KARNES.

Labette, Kan.

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor-master of the port of Tacoma, Wash., for the month of August, the total exportation of breadstuffs was as follows: Flour to Japan and China, 20,275 barrels, valued at \$61,885. The inward registered tonnage was 53,682, inward cargoes 10,505 tons; outward registered tonnage 49,374, outward cargoes 43,752 tons. The arrivals were 42, departures 38.

SAMUEL COLLYER,

Secretary Chamber of Commerce.

Tacoma, Wash.

ASHAMED OF THE UNORGANIZED TRADE.

Editor American Elevator and Grain Trade:—I am pleased to see that you have started the ball rolling for a National Association of Grain Dealers. I trust that enough of the progressive country dealers will come forward and give the move their hearty support to make it a big success. It is a shame that this great trade has been so long without a national association. Every other trade of importance has a national organization at work striving to rid it of the ragged old customs which encumber it.

No wonder it is difficult to make a living in the grain business. All the ridiculous practices of the past have through many years of toleration become so firmly established that it is impossible for a few individuals to accomplish anything in the line of reform.

I would like to see every country shipper who has any push join this movement. Let us have a strong

association, strong not only in numbers, but also in confidence in one another, so that when our officers or a committee have anything to ask of a railroad we can appear as dictators rather than suppliants. Let us have an active, a progressive and aggressive association. One that members will be proud of their membership, and shippers who are not members will be proud of it as a representative trade organization. Send in your name and words of encouragement.

S. C. SCOTT.

GRADING CORN DOWN AT CHICAGO.

Editor American Elevator and Grain Trade:—We are of opinion that something should be done along the lines you suggest regarding the organization of a national association of grain dealers. We have been selling corn on track here subject to Chicago inspection. It graded all right until the market started down, then it began to grade No Grade and No. 4, and it was docked 3 to 6½ cents per bushel. The very same corn would grade No. 2 yellow one day, and No Grade the next. Do we have to stand such impositions as that?

WM. SOUTHALL & SONS.

Pierson, Iowa.

SHOULD NOT LOSE ANY TIME.

Editor American Elevator and Grain Trade:—I am greatly in favor of a national association and shall be glad to hear that one has been formed. I hope the grain dealers will not lose any time in doing this work.

I belong to two grain and two lumber associations. The lumbermen have local and national associations and they are all right—a complete success. There is no reason why the grain men cannot organize in the same way. I have just returned from one of our local meetings held at Manhattan Beach, near Spirit Lake, Iowa. We had a profitable meeting.

Yours, E. J. EDMONDS.
Marcus, Iowa.

OUGHT TO ORGANIZE.

Editor American Elevator and Grain Trade:—In your valuable journal of August 15 I notice that the Illinois Grain Dealers' Association and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, and that you invite your readers to give their opinions on this subject. I believe that grain dealers ought to organize into bodies of this kind, have regular meetings where they could discuss all matters concerning their business, and adopt such measures as would promote and protect the general interest of the members.

I am not engaged in the grain business on my own account, but am manager of the Hills Mercantile & Elevator Co., which deals in grain, coal and twine. I have been with the company since it was organized and incorporated, September 1, 1895, and expect to remain here. I desire to become a member of the proposed national association of grain dealers and send my name herewith.

Yours respectfully, H. E. WYUM.
Hills, Minn.

MEMBERSHIP; DUES AND REPRESENTATION.

Editor American Elevator and Grain Trade:—Success to you in your effort to organize the country shippers into a national association. The receivers and shippers and the terminal elevator men have their organizations, and no doubt profit by them, or they would abandon them. It looks to me as though we have much to gain by organization, and I do not see how it is possible for us to lose anything. If there are any good reasons why we should not organize I would like to know of them. A discussion of the organization before we meet will surely prove of advantage and make it easier for us to work to a point should we meet.

Grain dealers in all parts of the country have many interests in common, therefore I think it would be wise to admit everyone who is engaged in buying and selling grain either for himself or for his principals. Then if a firm operating at a number of stations desires to have each branch repre-

sented it can do so, by making application for each house, paying one initiation fee and one-half the regular dues for each house.

Each branch house would then be entitled to a vote, and to every consideration that each full member received. If firms operating at different stations were willing to pay only for the headquarters, they should be given one vote and difficulties arising at any station other than where its headquarters were located should not be considered. No firm or company should be given more than one vote on any question, unless it pays for more than one membership, even if it has three, four or more members present at the meeting.

I believe in representation according to taxation. A firm should be given privileges and protection according as it gives support.

A NORTHWESTERN DEALER.

WILL JOIN IF SCALPERS ARE BARRED.

Editor American Elevator and Grain Trade:—We are heartily in favor of a national association of grain dealers, if started with the proper object in view. The greatest trouble a dealer has to contend with is what we in this state call scalpers. It is conceded that Nebraska has the best country elevator system in the United States. As a rule, each railroad station has two elevators, rarely more. Railway companies will not allow more than two at a station, unless the party wishing to build takes the matter through the courts, which is very expensive. A scalper will start in at a station with a scoop shovel and load grain direct into cars. He works only while receipts are good; as soon as the receipts begin to let up he quits. But the elevator man can't quit. He has to keep open during the dull season for the accommodation of those farmers who occasionally bring in a load. Sometimes we will handle only two or three loads in a week. It costs us about as much to handle one load per day as it does to handle fifty.

We see only one way to do away with scalpers; that is to form a strong organization and bring pressure to bear on the commission merchants and track buyers to keep them from dealing with them in any way. There are not many scalpers in our part of the state. We had one settle down at one of our stations some time ago, but succeeded in running him out. But it cost money to do it. We would not care to interest ourselves in the association if it admitted scalpers to membership, even if they had bought at a station ten years against elevators. A regular grain buyer is one who has an elevator or warehouse on a railway company's sidetrack.

Yours truly, N. F. TAINTOR.

DISCOUNTS ON CORN AT BALTIMORE ELEVATORS.

Editor American Elevator and Grain Trade:—We still continue to hear our neighbors complain bitterly of their treatment in Baltimore during the past 60 days. In looking over our books we find that out of 478 cars of corn shipped to most of the interior eastern markets and northern markets since July 1 our figures are as follows:

Thirty-eight cars shipped to Locust Point Elevator, Baltimore, Md.

Thirty-four cars graded Sail Mixed.

Two cars graded Steamer or No. 3 White.

Two cars graded Rejected.

Total discount at Locust Point Elevator \$139.91.

Forty-four cars shipped to Canton Elevator, Baltimore, Md.

Twenty cars graded Sail Mixed.

Eighteen cars graded Steamer Mixed or No. 3 White.

Six cars graded Rejected.

Total discount \$1,002.96.

This Baltimore corn was all in good order when it left here and was discounted altogether, on 82 cars in Baltimore, \$1,142.87, most of which was discounted at Canton Elevator, at the same time 396 cars of the same corn, from the same station shipped to all other markets to which we had sales were discounted only \$265.97. This not including three or four cars No. 2 Mixed and No. 3 Mixed applied on No. 2 Yellow sales at a discount for interior trade. This discount of \$265.97 included also dis-

counts on the very poorest corn we had, and which we shipped knowing it was low grade, while the Baltimore corn was shipped as our best. Can any of the other shippers who have tried the above Baltimore elevators show similar experiences?

Yours very truly,

E. R. ULRICH & SON.

Springfield, Ill.

MUTUAL FIRE INSURANCE FOR COUNTRY ELEVATORS.

Editor American Elevator and Grain Trade:—I notice that the elevator men are again discussing the advisability of organizing a mutual fire insurance company. After trying both stock and mutual companies I am convinced that mutual insurance is much cheaper and just as reliable. But there is no use of our organizing a mutual company, because one of the strongest mutuals in the country is making a specialty of insuring country elevators. It has carried my risk for about one-half what it cost me in stock companies, and its record for the last 20 years shows an annual saving to members of about that much. It has a well organized force of experienced inspectors, who make annual inspections of every risk on which the company has insurance, hence the expense of inspection is less than it would be for a separate company.

It has a well established reputation for treating its policy holders fairly, has cash assets of nearly \$600,000, and has years of experience in the insuring of grain elevators and their contents. I have been told by an owner of many elevators in this state that it insures more elevators in this part of the country than any other company, yet I have never heard a word against it or its methods. I refer to the Millers' National Insurance Company of Chicago.

Marion City, Minn.

F. C. JOHNSON.

SUGGESTIONS FOR CONSTITUTION AND BY-LAWS.

Editor American Elevator and Grain Trade:—It seems that the movement for the organization of a National Association of Grain Dealers is really under way. It may be surprising to some that the project has never been undertaken before. But the fact is, associations of grain men have only recently become of any value to the trade. Hitherto they have been backward about taking up questions of importance to all.

Grain dealers in all parts of the country have felt the need of protection from illegitimate traders, sharp and friendly farmers, commission men and unjust and discriminating rates on the part of the railroads. Thus the benefits of membership in an association have become recognized by most grain dealers.

In short, in and out of the associations all indications point to the time being ripe for the organization of a National Association of Grain Dealers. As for its necessity, no one can question that. Whoever believes that mutual protection in a local association is good must also agree that the mutual protection of members in a national association is also good. Some may think that the protection afforded by membership in a local association is enough. But unfortunately such is not the case. A local association can deal effectively with local questions and troubles only, while there are abuses and reforms of national importance, which only a national association can handle. The man-with-a-scoop must be done away with, shortages must be paid for, members must be warned against illegitimate commission merchants, rate discrimination between persons, places or things must cease, just laws for the protection of regular dealers must be enacted, uniform and clean bills of lading must be adopted. Is it any wonder that the feeling is gaining ground that we must have a national association and reform?

But we must all do our part for the promotion of the cause, if it is so little as sending in our declaration in favor of organization. After a sufficient number of dealers have declared in its favor a meeting might be called for the purpose of formally organizing. However, I think it would be advisable to discuss the plan of organizing at length before meeting. I for one would like to hear what the

committees appointed by the Illinois and Iowa associations have done, if they have yet done anything. And I suppose others would be interested in the work as well as myself.

In order to help along the good work if possible, and at least make a beginning, I propose to suggest a constitution and by-laws for the consideration of those who wish to join the association. I will submit it part at a time, so that it can be criticised and improvements suggested.

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a National Association of Grain Dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those who are regularly engaged in the grain business, the formulating of rules to govern the transaction of business and the promotion of friendly relations among legitimate grain men of the country.

CONSTITUTION.

ARTICLE I.

Section 1. The name of this organization shall be The National Association of Grain Dealers.

ARTICLE II.

Sec. 1. Any person or firm who has engaged in the buying and selling of grain at any station continuously for one year or more; and is still so engaged, may become a member of this Association upon payment of the initiation fee and subscribing to this constitution and by-laws.

ARTICLE III.

Sec. 1. The officers of this Association shall consist of president, first vice-president, second vice-president, treasurer and secretary.

Sec. 2. There shall be a Board of Directors consisting of the president and six members of the Association.

Truly yours, J. T. MERRILL.

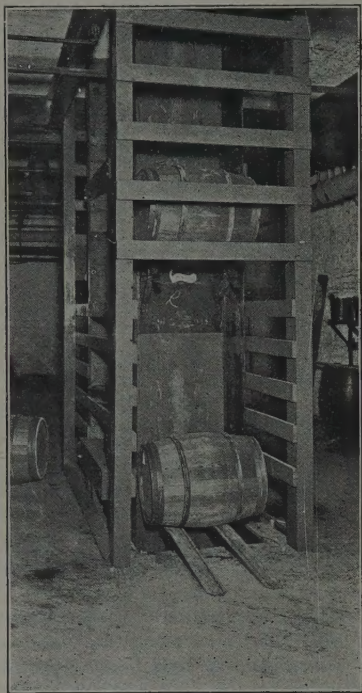
SHORTAGES, BALTIMORE INSPECTION, TRACK BUYERS, ORGANIZATION.

Editor American Elevator and Grain Trade:—Regarding a National Association of Grain Elevator Men of the United States, we think such an organization would result in untold good to every dealer in this country. Most every matter which comes before the state associations could be handled to much better advantage by an organization representing every legitimate grain dealer in the grain producing, grain consuming and grain exporting states.

First, our railroad people could be handled with much more satisfactory results by such a body, and the matter of shortages in weights, delays in delivering goods, delays in getting empty cars, demurrage charges, the matter of giving shippers cars which are utterly unfit for transporting grain and not in condition to keep it from being damaged by heavy rains, etc., all could be overhauled systematically and handled to much better advantage than these matters could possibly be attended to at present through local and state organizations. We would like to hear from a single country elevator man who has not lost hundreds of dollars during the past thirty to sixty days, during the extremely wet and hot weather, by grain getting out of condition in transit. A good deal of this started in good, dry condition, but was caught in heavy rains on the road, and with intensely hot weather soon got into a heated condition. Grain in this condition arrived on the market in such large quantities that it had to be disposed of at ruinously low prices.

We would like also to hear some expression of opinion from the country elevator men, who have been shipping corn to Baltimore during the past thirty to sixty days—as to how the Baltimore inspections and discounts have struck them. For our own part, we think that the Baltimore grain trade has done itself harm by its excessive discounts and strict grading during the past sixty days, that it will not recover from for years to come. Our shipments to Baltimore last year were well taken care of, and we had no trouble whatever, as almost every car graded Sail Mixed or some other grade that applied on our contracts without any discount. Then during last winter a good deal of our corn was turned to Chicago and graded excellently, with very few cars below contract grades. When Eastern rates were reduced this summer, we sold a good deal of corn to Baltimore houses, and what was our surprise, when our returns began to come in, to find that corn which had inspected in Baltimore, Chicago and almost all Eastern points right along before was now grading Rejected, Steamer Mixed, and No. 3 White, and discounted at a tremendous

rate, all the way from $2\frac{1}{2}$ to 13 cents per bushel being taken out of probably 15,000 to 20,000 bushels. Good white corn which was shipped good, sound and dry was discounted $2\frac{1}{2}$ cents per bushel as No. 3 White, although it would be dumped into bins with as much yellow, and grade Sail Mixed all right when loaded out. When the poorest corn in Chicago was bringing $1\frac{1}{2}$ to $2\frac{1}{2}$ per bushel less than the contract grades, Baltimore was slaughtering shipments



THE JEFFREY RUBBER BELT, BARREL AND SACK ELEVATOR.

still, and when Newport News was paying us $\frac{3}{4}$ cent per bushel more for Steamer Mixed corn than Baltimore was bidding for Sail Mixed corn, Baltimore was discounting Steamer Mixed corn on Sail Mixed contracts 3 cents per bushel. Is the Baltimore grade of Steamer Mixed so much under Newport News Steamer Mixed as to be worth $3\frac{1}{2}$ cents less per bushel?

Such matters as the above are of vital importance to every country grain shipper, and this is one of the many matters that could be and should be thoroughly aired by a national organization of country elevator men through proper committees. There is no business in the country which needs thorough organization as much as the grain trade, and no business of such a magnitude has as little attention in that respect as the country elevator business.

The necessity of having the Interstate Commerce Law changed so as to cover the shortage abuse was brought up by the Illinois Grain Dealers' Association recently and taken before Shelby M. Cullom and others in Washington. Mr. Cullom kindly advised us that he had been working on this matter for some time, but had not been able to get his bill through. Now every grain dealer in this country is interested in having such a bill passed, and must try not only through a national organization, but also individually through members of the House of Representatives and the Senate to have this bill brought up speedily and acted upon at the earliest possible moment. When the law is so amended, and not until then, will the railroads see that the shippers get cars that will not sow wheat, oats and corn along their tracks from the fertile valleys of the Mississippi River to the rock ribbed states of the Atlantic, and from the beautiful fields of Dakota to the Gulf of Mexico. If the railroads cannot build cars out of lumber that will not scatter grain, let them make them out of boiler iron and keep the grain under lock and key, or take the alternative and foot the bills as we shippers are now doing.

The Illinois Association has been working on this shortage question for a number of years. Each time after the question has been stirred up, weights are

excellent for some time, and then the "taking toll" business begins again, and shortages begin running from 5, often to 50 bushels per car. Let the question be agitated again and shortages become very few and far between—for a time. Now the only way under the sun that the railroads can remedy this is to give clean bills of lading for every pound, and weigh it in and out themselves, or accept the shippers' and receivers' weights.

Second, in regard to the track buyers' methods of buying indiscriminately through the country. We think they should get reliable information regarding new parties asking for bids before trading with them. A national organization could take this up systematically and furnish a full list of all regular dealers in each state. The names of track buyers who insist upon buying from irregular dealers should be published each month in the "American Elevator and Grain Trade." Track buyers who buy regardless of the dealers being regular or irregular upset all the country elevator man's trade.

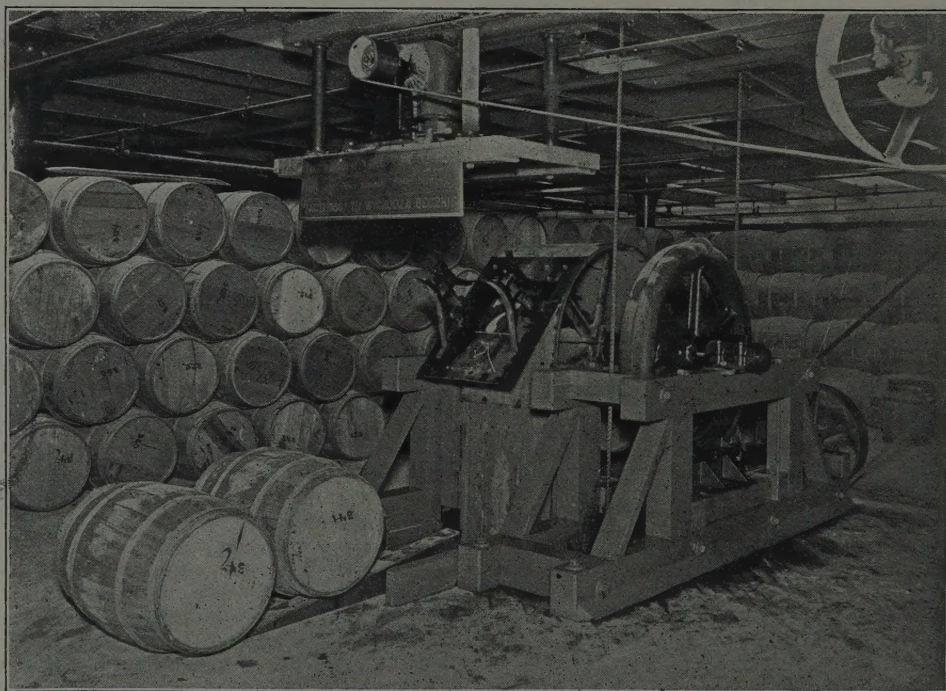
We think the method you are taking for starting this National Association is a good one, and we hope all regular dealers will coöperate with you in this matter promptly.

Yours very truly, E. R. ULRICH JR.
Springfield, Ill.

THE JEFFREY RUBBER BELT, BARREL AND SACK ELEVATORS.

It has long been conceded that mechanical appliances for the rapid and economical handling of barrels, sacks, boxes and sundry packages are indispensable to large flour mills, warehouses, breweries, sugar refineries, etc. It therefore remains to be determined what special machinery is best adapted to local conditions and requirements. Endless chain or belt elevators and conveyors with suitable arms operating over sprocket wheels or pulleys have proven the most practical for this work and find by far the largest application.

Two illustrations are given herewith, being partial views of the Jeffrey Rubber Belt, Barrel, and Sack Elevators, one showing the ascending side, the other the head, with the barrels in position.



THE JEFFREY RUBBER BELT BARREL AND SACK ELEVATOR.

Eight of these elevators were successfully installed in the new refinery of the Franklin Sugar Refinery Company of Philadelphia, Pa., by the Jeffrey Manufacturing Company of Columbus, Ohio.

These elevators are each 85 feet high, extending through eight floors, having a combined capacity of elevating 3,000 barrels per hour, and lowering a like number at the same time, making a combined

capacity for handling 60,000 barrels in ten hours. They are constructed of 28-inch seven-ply rubber belting, having special arms attached at regular intervals, so arranged that the barrels and sacks can be discharged automatically at any floor without interrupting the operation of the machinery. Power is furnished by electric motors provided with special appliances, which enables the operator to stop and start elevators at any floor. They are extremely simple in construction; the parts being few, of easy access, and not liable to get out of repair. The same appliances with slight modifications can be adapted to the handling of miscellaneous bundles, packages, boxes, crates, etc., both horizontally and vertically.

CHANGE OF POLICY DUE TO MONEY MARKET.

The elevator interests of Minneapolis, in common with those of other sections of the West and in common with business interests generally, have been obliged to change in some particulars their usual policy of trade because of money market conditions. At this season of the year the grain interest is one of the heaviest, if not the heaviest, borrower of money in the country. This means that Minneapolis is a large user of money at this season, when the new crop of wheat begins to move. The very large part of this money used in handling the Northwest crop has for several years come from the East. Boston, New York, Providence and other centers have contributed to the fund that goes west annually "to move the crops." But this year the fund is not going that way, and because of this, elevator interests in the West especially, and, in fact, the entire grain receiving trade, with other lines of business, have been obliged to change somewhat their line of work.

The elevator companies have made a business in late years of carrying wheat from month to month and realizing a carrying charge, or making an effort to do so, and this has required large sums of money. While some of these companies have large capital, none of them have had at their immediate command the millions required at once to enable them to carry single-handed this wheat. The somewhat

close condition of the money market in general has led the elevator companies to a more conservative policy for the present, at least, and instead of carrying wheat for a storage charge they will work on a closer policy, sell their wheat as opportunity offers, and do less of the carrying business.

The Minneapolis companies have a capital of their own to work on, and while they would like addi-

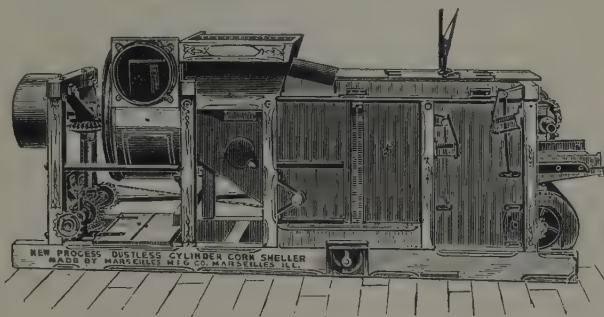
tional sums of money to enable them to engage in a larger money-making policy, they are content for the present to work without much borrowed capital and become frequent shippers of wheat rather than carriers of it.—Minneapolis Journal.

GOOD YEAR FOR RECEIVERS.

The wretched grading of the wheat and oats this year has been of advantage to one class in the market, the receiving concerns. It has vastly increased their business, so that it has really been a fairly good season for most of the cash handlers. Elevator people do not like to buy low grade grain in the country. They seldom make bids. They prefer to see it come to the market and to buy it after it gets here, claiming they can buy it cheaper here than in the West. Then there is less risk to them from deterioration in transit. At any rate it always happens that the receiving concerns handle the bulk of the low grades, and this year it looks as if most of the wheat and oats was of poor quality.—Times-Herald, Chicago.

THE NEW PROCESS SHELLER, SEPARATOR AND CLEANER.

After several years of careful study and experimenting the Marseilles Mfg. Co. of Marseilles, Ill., has put on the market its New Process Warehouse Dustless Cylinder Corn Sheller, Separator and Cleaner, of which an illustration is given herewith.



THE NEW PROCESS SHELLER, SEPARATOR AND CLEANER.

It is designed to shell, separate and clean corn perfectly without cracking or grinding the grain, and deliver the cobs in good condition for fuel. At the same time it is claimed to be simple, strong and well built, and to require but little power. It has a combined suction and blast fan with adjustable drum, by which dust and dirt can be deposited at the most desirable point from the machine, and employs a complete vibrating separating principle.

From the hopper the corn is carried into the shelling cylinder by means of a positive driving feed screw. The feed screw and the shelling head are attached to a heavy shaft and revolve inside of an open cage made up of adjustable staves. These staves may be adjusted to suit the shelling of corn in different conditions by the lever at the top of the machine. The shelling head is made of white iron with spiral ribs. By the force of the screw feed and the shelling head the ear corn is carried forward continuously, and each ear is revolved and the corn thoroughly stripped from it. Each ear is thus shelled by itself, and the cobs, broken but little, are at once released from the cylinder and fall on the vibrating separating cob shoe.

A suction and a blast fan are used in separating and cleaning. The suction fan, the feeding and shelling head and the balance wheel are all on one shaft. The blast fan is placed at the outer end of the grain shoe just under the cob shoe and works in conjunction with the suction fan. This is said to make a perfect cleaning apparatus and a practically dustless machine, the ends of cobs, dirt, dust, etc., being removed. The machine is said to be made absolutely dustless by the fan drum being adjustable on the shaft and the opening provided with a swivel discharge pipe, whereby the dirt can be discharged at any point desired by the operator. The cob shoe is of large capacity. The cobs are discharged from the cob shoe into the conveyor, the

shelled corn falling through the screen to the grain shoe below. The cob and grain shoes are both driven from one shaft. The cleaning parts of the New Process machine can be removed, if desired, and separating and cleaning done in another part of the building. The machine is made in two sizes, having capacities of shelling, separating and cleaning 200 to 350 and 300 to 600 bushels per hour. Full particulars regarding it may be had from the manufacturers.

ANOTHER GRAIN DEALERS' ASSOCIATION.

The members of the grain trade will be pleased to learn that another grain dealers' association has come to light and has been making an effort to advance the interests of its members for some time. It is called the Southern Nebraska Grain Men's Protective Association. George Adams, of Adams & Gilbert, Weeping Water, is president and William Coon of Elmwood is secretary. Among the charter members are the following: A. F. Sturm, Nehawka; Wm. Coon, Elmwood; E. Wentzel, Eagle; Bartling & Co., Nebraska City; Towl & Shank, Wabash; De Bois & Sons, Union; Adams & Gilbert and Norton & Son, Weeping Water; E. A. Maust & Son and T. F. Keckler, Manley; S. D. Eells, Elmwood; Beach & Venner, Eagle; J. E. Banning, Nehawka; Bartell & Co., Avoca; Brooks & Marquett, Walker & Pitman and Walter Jenkins, Murray; Duff Grain Co., Nebraska City.

Wm. Coon, the secretary of this Association, in

sending us his declaration in favor of a national association of grain dealers, gives the following encouragement: "I hope you will succeed. You can count on our Association being with you all the time. Please let me hear from you any time you may want our coöperation."

We trust that more associations will soon be heard from.

ALLEGED DEALERS BARRED FROM USING MAILS.

The postoffice officials at Washington, at the request of the Chicago inspectors, have excluded from the mails all the literature of certain brokerage and stock and grain dealers of Chicago and New York. The government is trying to break up a certain syndicate, headed by J. F. McClure, which, it is alleged, has been swindling the people of the country in mining speculations, Utopian mutual benefit villages and other schemes. The arrest of McClure and his partners was fully aired a month ago.

The firms operated under the names of J. E. Morgan & Co., Thomas & Co., Craig & Co., Wunderlach & Co., J. F. McClure & Co., the Co-Operative Commission Company, the American Commission Company, John I. Tallman & Co., M. F. Brice & Co., all of Chicago, and J. E. Morgan & Co., M. F. Brice & Co., J. I. Tallman & Co., Equitable Stock and Produce Company, F. L. Wood and James Boothman of New York.

The evidence has been gathered by the postoffice officials, John Hill Jr., of the Board of Trade, and the Civic Federation. McClure claims that he is not concerned in the alleged firms.

Farmers in Woodford County, Illinois, are contracting to sell new corn at 15 cents per 80 pounds.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No 2. Remedy for Slipping Belt.

Will someone kindly tell me what will prevent a belt from slipping on a pulley? I have been a subscriber for the "American Elevator and Grain Trade" for several years, but have not seen this information. —S. J. BROWN, Liberty, Neb.

No. 3. Why is Grain Permitted to Stand?

Referring to the item regarding the experience of the gentlemen from London visiting a farm near a village in Kent, on page 55 of the "American Elevator and Grain Trade" for August 15, the item has in it a great deal more truth than wit. I have just returned from a trip abroad, and find that both in England and France the grain is allowed to stand uncut for at least two or three weeks longer than is customary in this country. I endeavored to find out the reason of this. Certain it is that no small amount of the berry must be lost by allowing the grain to stand until it is so thoroughly overripe. I would like to have some information on the subject. A Londoner told me in this connection that the reason was due to the relative high price of straw, and particularly long straw, and that the grain was allowed to stand that the straw might grow as much as possible. —JOHN B. DAISH, Washington, D. C.

CARRIERS MUST NOT PAY FOR STORAGE.

Considerable controversy has been going on among the Western Freight Association lines during the last few months regarding the right of the roads to grant free storage on freight. Many of the roads, it has been found, are paying warehouse storage charges in order to secure business.

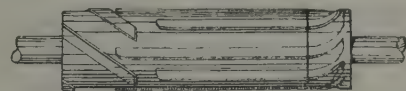
This expense, it was claimed by some of the roads, should be assumed by shipper or consignee, and under no circumstances by the railroad companies, it having no connection with the transportation charges.

Commissioner Midgley, who was appealed to for a ruling in the matter, has just informed the roads that an organization of traffic officers, to whom the matter was referred by the general managers some time ago, decided that railroad companies, members of the Western Freight Association, are at liberty to hold goods for a reasonable period in their warehouses, but that they are debarred from renting outside premises for the purpose named above.

The charters of most of them provide that they shall provide depots for passengers and freight, and the law requires it of all of them. The rules and regulations of freight associations cannot alter their duty to the shipping public, and would not regulate their actions in the matter of furnishing facilities for grain storage if shippers had enough spunk to combine and stand for their rights.

SHELLING DRUM FOR RICE MILLING.

A drum for rice shelling machines is the subject of a recent German patent. The drum is made hollow in one piece, and is provided with ribs which do the work of shelling. The cut shows the disposition of



these ribs with reference to the drum and each other. The conveying ribs have an angle of 45 degrees, and they run below the shelling ribs proper. The ribbed drum revolves in a case over a sieve which removes the husks or shells. At the lower end of the drum the ribs run together into one piece, which is constructed solidly and wedged to the shaft. The drum can easily be removed and repaired.

The word new in the inspection of rye at Chicago was dropped September 1.



Carl Stofft will establish a brewery at Boise, Idaho.

John C. Werner's new brewery at Quincy, Cal., is completed.

F. Baum & Co. have erected a brewery at Port Costa, Cal.

H. Wilmott & Co. have completed their new brewery at Lorin, Cal.

George Jammerthal, brewer of Lake View, Ore., has sold his plant.

Henry Schoenfeld of Cuero, Texas, has erected a brewery at that place.

E. Klinkert, brewer of Racine, Wis., assigned recently to C. M. Dietrich.

Tobener Bros. have succeeded Albert Baier, brewer of Columbia, Cal.

Thomas Downs of Cobourg, Ont., is contemplating the erection of a brewery.

O. Alpeter has succeeded J. F. Gruszczyński, brewer of Milwaukee, Wis.

Frederick Breckle has established a new brewing plant at San Francisco, Cal.

Schuster Bros., brewers of Rochester, Minn., intend to erect a new brewery.

The Mueller Bros. Brewing Co. has been incorporated at Two Rivers, Wis.

The Lackawanna Brewing Co. has completed its new brewery at Scranton, Pa.

The Highland Brewing Co. of Springfield, Mass., will erect additions to its plant.

The Beauport Brewing Co. of Beauport, Quebec, has made additions to its plant.

William & Isidore Huether have succeeded Henry Huether, brewer of Neustadt, Ont.

The A. H. Manske Brewing Co. has succeeded A. H. Manske & Co. at Milwaukee, Wis.

D. E. Hibner and others are preparing for the erection of a brewery at Du Bois, Pa.

Jacobina Schunck has succeeded to the brewing business of L. Schunck at Berlin, Wis.

The Keystone Brewing Co. is preparing to erect additions to its plant at Pittsburg, Pa.

The Columbia Brewing Co. of Binghamton, N. Y., has improved and enlarged its brewery.

The L'Anse Brewing Co.'s brewery at L'Anse, Mich., which recently burned, will be rebuilt.

The brewery at Neepawa, Man., has been compelled to close, having been refused a license.

The Lemp Brewing Co. of St. Louis, Mo., will erect an addition to its brewery to cost \$18,000.

Gustav Frank, brewer of Meyersville, Texas, has added a new brewery to his plant at that place.

The Boulder City Brewing Co. of Boulder City, Colo., has been placed in the hands of a receiver.

Michael J. Groh of M. Groh's Sons, brewers of New York, N. Y., died August 17 at the age of 38.

Joseph Stehlin of Stehlin & Breitkopf, brewers of Brooklyn, N. Y., died recently at the age of 38.

It is reported that a large brewery will be erected at Greensburg, Pa., by Philadelphia and Pittsburg parties.

The best posted barley men in the Northwest say the crop will be 65 to 75 per cent. of last year's, but of lighter weight. That does not mean that the

crop is lighter than an average. The average last year was 50 pounds, and this year's will be about 48 pounds.

J. F. Moloney and others contemplate the erection of a brewery at Sault Ste. Marie, Mich., to cost \$50,000.

The Tivoli Brewing Co. of Kingston, N. Y., is again operating its plant, the receiver having been discharged.

P. Schwartzenbart is now carrying on the brewing business of Schwartzenbart & Steffany at Manitowoc, Wis.

The firm of Luhn & Bandlow, brewers of Theresa, Wis., has been dissolved, T. W. Bandlow continuing the business.

J. N. R. Mueller will engage in the brewing business at Santa Barbara, Cal., where he has erected a new brewery.

It is reported that German and American capitalists intend to establish a brewery at Hermosillo, Sonora, Mexico.

Fuernsdahl & Co. have engaged in the brewing business at Redwood City, Cal., having succeeded Michael Kriess.

The Narragansett Brewing Co.'s plant at Providence, R. I., was damaged by fire to the extent of \$5,000 August 18.

S. O. Mitler of the Union Brewing Co., Peoria, Ill., will remodel his brewery at the same place into an ice factory.

The Louis Bergdoll Brewing Co. of Philadelphia, Pa., contemplates making improvements in its malt houses at that place.

The Hinchcliffe Brewing & Malting Co. of Paterson, N. J., will rebuild its malt house, which was burned some time ago.

J. H. Burnell & Co. have organized at San Francisco, Cal., to operate the brewery belonging to the estate of J. H. Burnell.

The F. & M. Schaefer Brewing Co. of New York City will make improvements and alterations to its plant to cost \$2,500.

The Portsmouth Brewing & Ice Co. of Portsmouth, Ohio, will make improvements and additions to its plant at a cost of \$4,000.

The W. D. Matthews Malting Co. of Le Roy, N. Y., will erect an elevator 40x100 feet in size and of 200,000 bushels' capacity.

Nicholas Hoffman, the brewer of East Grand Forks, Minn., who assigned recently, committed suicide by shooting himself.

The St. Joseph Brewing Co. of St. Joseph, Mo., has obtained possession of the Nunning Brewing Co.'s property at that place.

Eppinger & Co. of San Francisco, Cal., recently made a shipment of 67,023 centals of barley, valued at \$57,825, to Queenstown, Australia.

Max Hoeffler and Michel Reissinger of San Francisco have purchased the brewery at Marysville, Cal., owned by the late Louis Sieber.

The Terre Haute Brewing Co. of Terre Haute, Ind., intends to build a new brick brewery which will have a capacity of 300,000 barrels.

F. G. & I. N. Van Vliet, maltsters of New York City, assigned September 4 to L. L. Van Allen. The business had been established since 1801. The company's malt house is at Newark, N. J. The assignment was due to the embarrassment of The

Springfield Brewing Co. The liabilities are about \$300,000.

Smith & Topping, maltsters of Clyde, N. Y., have leased the Reed malt house and will increase their annual output of malt to 300,000 bushels.

T. C. Landigan and R. Ringgenberg of Oakland, Cal., have joined partnership to engage in the brewing business, having succeeded Isaac Bush.

The Keystone Brewery of Philadelphia, Pa., will be enlarged to double its present capacity. A new brew house will be erected at a cost of \$25,000.

The Capital brewery at Turnwater, Wash., owned by L. F. Smith, has been completed and is now doing business, but storage and other buildings will be added.

The Hussa Brewing Co. has been incorporated at Bangor, Wis., with a capital stock of \$50,000 and will operate the brewery belonging to the Joseph Hussa estate.

Hudepohl & Kotte, brewers of Cincinnati, Ohio, have purchased Schwill's malt house, which will be used for storage at present and later remodeled into a brew house.

The Wilhelm Griesser Engineering Co. of Chicago has prepared plans for Wm. Gebhard's new brewery plant to be erected at Morris, Ill., at a cost of \$75,000. It will have all the latest machinery.

Frank W. Feuerbacher & Co., maltsters of St. Louis, Mo., and proprietors of the Centralia Brewing Co. of Centralia, Ill., whose plant was recently destroyed by fire, will erect new buildings to take its place.

The Springfield Brewing Co. of Springfield, Mass., which was organized with a capital stock of \$300,000 and operated one of the largest breweries in the state, has been placed in the hands of a receiver.

The Castle Brewing Co., which was recently incorporated at Chicago, Ill., will erect a brewing plant which will be equipped with all the latest machinery. The contract has been let to Chas. Kaestner & Co.

A farmer near Sanilas, Cal., recently harvested from 50 acres of land 1,596 sacks of Chevalier barley, clean and plump and weighing 130 pounds to the sack. This is an average yield of about 89 bushels per acre.

The Waukesha Imperial Spring Brewing Co., which was recently incorporated at Waukesha, Wis., will operate The Waukesha Spring Brewing Co.'s plant, which has been in the hands of a receiver for some time.

The French barley crop is reported as very good in quality and quantity. Arrivals at Paris from the Eastern departments are somewhat discolored owing to rains. Winter barley is plentiful, but meets with little attention on the markets.

The suit recently brought by F. E. Otto against The Wilhelm Griesser Engineering Co. of Chicago, alleging that the latter's American Grains Drier was an infringement, has been decided in favor of the defendant, and the company will continue installing them.

The Modesto Mill at Modesto, Cal., was burned August 21, together with 1,000 sacks of barley, the fire starting in the engine room, where straw was used for fuel. The building was owned by W. B. Wood, whose loss was \$4,000, no insurance. The barley was valued at \$700.

According to the last report of the Bureau of Statistics barley malt aggregating 820 bushels, valued at \$642, was imported in July, against 519 bushels, valued at \$555, in July, 1895; and during the seven months ending July 4,655 bushels, valued at \$3,815, were imported, against 4,392 bushels, valued at \$4,016, imported in the same time of 1895.

England has long struggled with the problem of beer taxation. The latest change proposed was embodied in the finance bill recently passed by Parliament, which provides that rice, flaked maize and any other description of corn, which in the opinion of the Commissioners of Inland Revenue is prepared in a manner similar to flaked maize, shall not be deemed to be malt or corn, but shall be considered to be material capable of being used in

brewing within the meaning of the definition of "sugar" in the inland revenue act of 1880.

The Ionia City Brewing Co. of Ionia, Mich., recently sustained severe damages in a storm. Lightning twice struck the steel smokestack recently erected, demolished it and tore off the roof of the brewery. Five carloads of malt stored in the brewery were soaked by the rain.

The export movement of barley at San Francisco is reported as particularly active, shipments indicating a good market on the other side, the demand bearing out that impression and showing that California barley at reasonable prices is pretty well installed in the foreign estimation. The trade is good in brewing, with the outside rate obtainable for choice, while even Chevalier is coming more into motion, sales of best samples having been made at \$1 per cental.

CANADIAN BARLEY.

Barley producers and shippers have had presented to them within the last month or so a new phase of the tariff question as it affects barley. It seems that the Wilson bill put on barley a 15 per cent. ad valorem duty in place of the specific duty of 30 cents per bushel under the McKinley tariff. The latter, of course, put importations out of the question; and while there was a little importing done soon after the passage of the Wilson bill, the low prices which were inaugurated in 1894 put all thought of importations out of the question, duty or no duty. On the other hand, the exports during the twelve months ending July 1, 1896, were 8,000,000 bushels. All, or nearly all, however, was low grade barley not adapted for malting, but sent out for feed, and on a competitive basis with corn and oats. If the demand had existed in the East, however, for malting barley, and the proper selections been made, a good deal of this feeding stuff could have been picked out and brought a higher price. That demand exists to-day, but the Northwestern barley merchant, who is attempting to supply it, is confronted in New York and the East with an excellent quality of Canadian barley, which, under the 15 per cent. ad valorem Wilson tariff, pays a duty of only 3 or 4 cents per bushel. As stated above, this Canadian barley is excellent stuff, plump and sound and good color, and, owing to a proximity to Eastern markets and low duty, is underselling our Northwestern product, which this year is more badly stained than usual, but which, nevertheless, Eastern maltsters would be obliged to take at higher prices if it were not for the Canadian offerings. The same line of reasoning will apply to the grades of barley fit only for feeding, of which the Northwest has produced a large quantity, and of which Manitoba has also produced a good deal. With this stuff selling in the country for 10 to 15 cents per bushel, it can be readily seen that the low duty cuts practically no figure at all.—Commercial Record, Duluth.

The recent export demand for flaxseed has been a relief to everyone connected with the seed trade. Within a month the export sales have aggregated about 3,500,000 bushels, about half of it having been done by a provision concern, the Anglo-American. If this demand had not made its appearance there is no telling where the seed price would have gone. The crushers have been absolutely helpless to protect the market. They have been loaded with oil for which there seemed to be very little demand, and their long experience of manufacturing on a declining seed market had put them all in a hopeless state of mind.

Officials of Grand Forks County, North Dakota, recently brought suit against the Minneapolis & Northern Elevator Co. to compel the payment of taxes on wheat held in the company's elevators. The defense was that the elevator did not own the wheat taxed, but held it for other parties. The lower court rendered a decision in favor of the county, but upon the case being carried to the Supreme Court the decision was reversed and the elevator company sustained. North Dakota elevator companies regarded this as a test case, as they have taken a stand against the assessment law, and the decision is an important one.

THE NATIONAL ASSOCIATION OF GRAIN DEALERS.

That the grain trade has long needed a national association of grain dealers, is generally admitted by those connected with the trade, and now that the Illinois Grain Dealer's Association, and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, we solicit the opinions of our readers on this subject and trust that every grain dealer will cut out and sign the following blank and mail to the "American Elevator and Grain Trade," 184 Dearborn Street, Chicago:

The undersigned being regularly engaged in the buying and selling of Grain, does hereby declare in favor of the organization of a National Association of Grain Dealers, the membership in which shall rest in firms who have engaged in the buying and selling of grain at any station continuously for one year or more, and are still so engaged.

The object of this association shall be the advancement and protection of the common interests of those regularly engaged in the grain business.

I favor.....as the place to hold the first meeting.

Signed,.....

Up to the time of going to press we have received copies of the forgoing declaration signed by the following regular grain dealers:

Stewart Bros., Skowhegan, Maine.
Dorman & Sanford, Belchertown, Mass.
Campbell & Pierce, Lewisburg, Ohio.
A. R. Hayner, Bedford, Iowa.
R. B. Palmer, Creston, Iowa.
H. A. Koster, Platte City, Mo.
J. H. Karns, La Bette, Kan.
E. J. Edmonds, Marcus, Iowa.
E. R. Ulrich Jr., Springfield, Ill.
H. E. Wyum, Hills, Minn.
L. D. Lewis, Hennessey, O. T.
E. S. Greenleaf, Jacksonville, Ill.
V. P. Turner (Turner-Hudnut Co.), Pekin, Ill.
G. M. Gwynn, Essex, Iowa.
V. C. Elmore, Ashland, Ill.
Jay G. Dutton, Perry, Iowa.
J. Cook & Son, Blencoe, Iowa.
Junod & Culbertson, Carroll, Iowa.
W. B. Newbegin, Blue Mound, Ill.
McFadden & Co., Hanover, Ill.
C. S. Maxwell, Clyde, Mo.
R. J. Edmonds, Hawthorne, Iowa.
H. E. Kinney, Indianapolis, Ind.
McFarlin Grain Co., Des Moines, Iowa.
Tohill Bros., Casner, Ill.
Suffern, Hunt & Co., Decatur, Ill.
H. S. Nichols & Son, Sadorus, Ill.
D. C. Hall, Paxton, Ill.
W. W. Gilbert, Danforth, Ill.
W. A. Feurt, Maryville, Mo.
R. A. Frazier, Nevada, Iowa.
E. M. Parsons, Carroll, Iowa.
Thos. Ryan, Burtonview, Ill.
R. A. Sturgeon, Fisher, Ill.
Dumont & Co., Decatur, Ill.
J. G. Smyth, 77 Board of Trade, Chicago.
Mt. Pulaski Grain Co., Mt. Pulaski, Ill.
F. C. Ames, Rutland, Ill.
A. W. Skinner, Hudson, Ill.
Wm. Maxwell & Son, New Berlin, Ill.
Geo. A. Brown, Brighton, Ill.
J. A. Montgomery, Macon, Ill.
Wood & Kautz, Mt. Pulaski, Ill.
Z. K. Wood & Co., Latham, Ill.
Lyman Johnson (Northern Iowa Grain Co.), Sioux Rapids, Iowa.
E. D. Vorhes, Cushing, Iowa.
C. D. Sanborn, Cushing, Iowa.
Edwin Beggs, Ashland, Ill.
Harris Elevator Co., Sibley, Iowa.
A. W. Gilbert, Sioux City, Iowa.
W. L. Sanborn, Merville, Iowa.
E. L. Ballou, Larrabee, Iowa.
Terwilliger & Dwight, Rock Valley, Iowa.

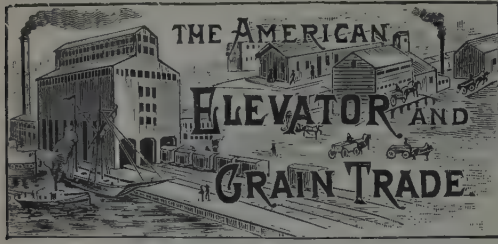
C. G. McNeil, Mgr. Dent Grain Co., Sioux City, Iowa.
Wolf & Hinz, Granville, Iowa.
St. Paul & Kansas City Grain Co., Minneapolis, Minn.
H. D. Lane & Co., Oskaloosa, Iowa.
E. Reichart, Cumberland, Iowa.
Hendee & Wall, Sloan, Iowa.
E. H. Smith & Co., Salix, Iowa.
E. A. Scholz, Corning, Iowa.
C. S. Lawbaugh, Madrid, Iowa.
C. C. Aldrich, McLean, Ill.
V. Hawthorn, La Place, Ill.
Long & Van Rossman, Struble, Iowa.
S. H. Parsons, Carnarvon, Iowa.
C. P. Barlow, Tekama, Neb.
John J. Murphy, Rogers, Neb.
Vanschojack & Rickey, Griswold, Iowa.
K. Dockstader, Lenox, Iowa.
H. J. Rolfs & Co., Gretna, Neb.
Wm. Southall & Sons, Pierson, Iowa.
Ed. Wenzel & Son, Eagle, Neb.
P. S. Heacock, Falls City, Neb.
F. G. Butler, Schaller, Iowa.
Wm. Coon, Elmwood, Neb.
Geo. O. Holbrook, Onawa, Iowa.
James Cannon, Sutton, Neb.
Nelson & Jacobs, Staplehurst, Neb.
Tilden Elevator Co., Tilden, Neb.
Smith & Pierce, Effingham, Kan.
H. G. Wilson, Stoddard, Neb.
Pratt Baxter Grain Co., Taylorville, Ill.
S. D. Eells, Elmwood, Neb.
J. A. Gilbert, Waco, Neb.
P. F. Murray, Bloomfield, Neb.
W. S. Broughton, Broughton, Kan.
T. W. Smith, McCool Junction, Neb.
J. W. James & Bro., Benedict, Neb.
W. A. Tarbell, Marquette, Neb.
The Wilson Grain Co., Grand Island, Neb.
W. B. Booker, Danbury, Iowa.
M. H. Roller, Circleville, Kan.
Axel Palmer, Cleburne, Kan.
C. E. Gunnell & Bro., Big Springs, Neb.
H. C. Jeffers, Talmage, Neb.
Jackson & Taylor, Corning, Kan.
H. A. Carleton, Cawker City, Kan.
N. B. Henek, Arrington, Kan.
T. M. James, Burden, Kan.
E. A. Abbott & Son, Charter Oak, Iowa.
T. D. Bartlett, Emery, Ill.
Hawkins & Swan, Ashton, Kan.
E. Blaupied & Sons, Burton, Kan.
Clark Bros. & Co., Manson, Iowa.
R. H. Bishop, Mankato, Kan.
E. J. Smiley, Dunavant, Kan.
J. B. Ward, Gardner, Kan.
L. Cortelyou, Muscotah, Kan.
S. J. Brown, Liberty, Neb.
Robert Fleming, Mound City, Kan.
Smith, Prince & Co., Jamestown, Kan.
S. R. Bagwell, Rossville, Kan.
W. M. Mitchner, Rossville, Kan.
Frank C. Diggs, Noble, Kan.
J. Jensen, Leona, Kan.
Geo. Scouler, Superior, Neb.
*Smith & Conklin, Minden, Neb.

*Favor National Association if elevator men and warehousemen only are admitted.

A committee of the Chamber of Commerce of Minneapolis is conferring with railroad officials to bring about a readjustment of rates on grain from Southern Minnesota, South Dakota and Northwestern Iowa to Minneapolis, and ask for a restoration of the old differentials. It is claimed that with present rates there is discrimination in favor of Chicago, and other cities over Minneapolis.

Receivers are complaining seriously of the difficulty in disposing of the large quantity of low grade oats now being marketed. The supply largely exceeds the demand, and the fact is sellers are about compelled to accept such figures as buyers are willing to offer. Possibly a portion of the oats could be improved somewhat, if more care was taken in cleaning. Sellers are doing the very best they can for their shippers, but the market is demoralized, and prices extend over a very wide range.—Chicago Trade Bulletin.

Barnett & Record recently brought suit against L. T. Sowle, of L. T. Sowle & Sons, grain commission merchants of Minneapolis, to collect \$6,255. To this has been added another and separate suit for breach of contract, on which ground damages are asked in the sum of \$390. The claim is disputed and is said to have been made on account of expenses incurred by the plaintiff in attempting to organize an elevator company at the head of the lakes. Mr. Sowle says that the scheme fell through and he was not responsible for expenses incurred by Barnett & Record's preliminary work.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1896.

We are pleased to welcome another association to our published list. It is known as the Southern Nebraska Grain Men's Protective Association. We trust other new associations will soon be heard from.

All but three companies have paid their losses in the recent elevator fire at Minneapolis. Two of the companies seem to be undergroundless and would have to be sued in the state where chartered, unless the agents can be held under the new law.

If any of our readers are not satisfied with the winning way in which their corn shipments have been docked lately, we would be pleased to hear from them. An exchange of opinions may show that there are more than two or three shippers who have just cause for being indignant.

Chicago shippers have recently been chartering lake tonnage with the option of sending cargoes to Erie, Fairport or Buffalo. They have in mind the blockades manufactured by the Buffalo elevator pool at the close of recent seasons for the purpose of diverting grain from the canal. Then, too, the ocean tonnage at New York is engaged far ahead, so it may be necessary to send grain abroad via Philadelphia or Baltimore.

Minnesota grain inspectors report that much of the new wheat being received is grading 1 and 2 Northern, and is some better than the first shipments of last year's crop. The berry is not so large, but is heavier and brighter. No complaint of smut has reached us, and it is to be hoped that the farmers accepted and acted upon the advice so frequently given them to treat their seed wheat with bluestone. Advices from Man-

itoba are to the effect that new wheat is free from smut. If all farmers would treat their seed wheat thoroughly every season this disease would disappear.

The schooner Moselle, which was once in the grain trade on the lakes, is to be broken up by a Chicago wrecking firm, which bought her for \$170. She had a record of being a regular Jonah for all sorts of mishaps. Old sailors declare that rats never went aboard of her. She was built nearly forty years ago, and nearly everyone who owned her or sailed in her had a full share of hard luck.

According to the New Orleans papers, New York is watching with a green eye the growth of the export grain trade of the Gulf port, and well it may, for with the increased facilities for handling grain New Orleans ought to get considerable more than it has had of late years. It is making a sincere effort to attract grain, while New York seems to be determined to squeeze as much as possible out of every bushel passing that way.

In accordance with an agreement made last month, No. 3 wheat unloaded at Kansas City elevators is subjected to dockage of one-half per cent. and grades below No. 3 one per cent. The elevator men claim this action is made necessary by the poor wheat, much of which is damp. There is so much docking being done, this season that shippers have been kept in hot water ever since the crop was harvested.

Anyone who knows where the price of corn is going to will confer a great favor by sending us a copy of its itinerary. We have no intention of doing it harm, nor will we use harsh methods to intercept its fall, but we would be pleased to head it off and have a quiet talk with it about the degrading influence of its present associations. We are eager to try to rescue it from the teens, for we feel confident that if it gets much lower even the hogs will refuse to have anything to do with it.

One of the most important cases to come up for hearing on September 17 before the Interstate Commerce Commission, in Chicago, is that of Paine Bros. of Milwaukee against the Lehigh Valley Railroad and others. The charge is that of unreasonable rates on wheat, corn, rye and barley in cargo lots from Buffalo to Philadelphia, New York and other points. In the cases complained of, Paine Bros. shipped the cargoes by lake to Buffalo and the rail rate from thence to destination is alleged to be unreasonable.

The Interstate Commerce Commission will hold another meeting at Chicago September 21 to investigate grain rates. After scraping the surface rubbish off of the pile of evidence it collected at the August hearing, it found a condition of rotten discrimination that was alarming. The public elevator men of Chicago who are operating railroad houses may also be called upon to tell a thing or two. Eventually, the commission may succeed in securing fair and equitable rates for all shippers. It is earnestly trying and merits all the help grain shippers can give it.

REDUCING ELEVATOR CASUALTIES.

So many grain shovelers have recently lost their lives in the bins of Buffalo elevators that a coroner's jury recently recommended that men be provided with strong ropes whenever sent into the bins. This is a very good recommendation, but a still better plan would be to hang a rope or wire down the center of each bin; then, if anyone fell in or was caught by the suction due to grain being withdrawn from the bin, he could save himself by grasping the wire.

Such an arrangement might not save children, but, as we have stated before, the way to protect them from the dangers of the elevator is to keep them out. It is criminal negligence knowingly to permit them to come in contact with the dangers that claim several victims each month.

The loss of life in elevators is as great as in flour mills, where much dangerous machinery is exposed, and this is due almost entirely to the carelessness of those who do not appreciate the dangers of a grain elevator. In the cause of suffering humanity some measures should be taken to warn and protect everyone against these dangers.

WHO SHALL BE ADMITTED TO MEMBERSHIP?

No trade of importance, except the grain trade, is without a national association, as well as state and local associations, and in no trade where all these associations exist is there any friction between the different organizations. All work in harmony, and frequently help one another. It would not be otherwise in the grain trade. The local associations will profit by the organization of a strong national association, which can handle matters of national importance effectively.

There is no necessity of limiting the membership in the association to those who are members of local organizations. It would be a very narrow policy and prove a very expensive one, because it would deny the association the support of thousands of regular dealers who live in districts where there are no local organizations.

Scalpers and irregular dealers must be denied membership; the admission of commission men should be thoroughly discussed and well considered before any action is taken. Public elevator men at grain centers are not lawful dealers in some states, hence all such should be barred, but there seems to be no objection to admitting private elevator men, who have many interests in common with the regular country dealer. The established agents of dealers operating at more than one station will also want to join and will exchange a hearty support for the benefits conferred.

In the past some elevator owners, in their haste and eagerness to strike a blow at the irregular dealers, have failed to discriminate between the regular dealer who has no elevator, but carries on his business continuously at the same station, and the scalper, who runs about buying wherever he can and whenever there is a rush of grain to market. Some of the railroads (notably the Lake Shore & Michigan Southern) operate elevators for receiving and shipping bulk grain at country stations, just as

the charter of each one requires it shall do, and at such stations are dealers regularly engaged in buying and shipping grain who are entitled to membership, if anyone is. The support of such dealers will surely prove valuable to the association, for they have many interests in common with the elevator owners.

Any man or firm continuously engaged in the buying and shipping of grain at any station for the period of one year should be considered regular and admitted to membership.

CIVIL SERVICE RULES FOR CHICAGO INSPECTORS.

The Chicago Board of Trade has a committee at work drafting a bill to be presented at the next session of the Illinois Legislature, which shall provide for the placing of the employes of the Chicago grain inspection department under civil service rules. The Illinois Grain Dealers' Association has declared in favor of such an amendment to the grain inspection laws and will lend its assistance to secure the much-needed legislation.

If the law fails to provide that all the state grain inspection departments shall be placed under civil service rules it will fail of its purpose. The state departments outside Chicago in Illinois are not of as great importance now, but they are growing. If civil service is such a good thing for large departments there is no reason why small departments would not be benefited by it.

The Chicago Receivers' and Shippers' Association has got awake again and has issued a letter to grain dealers, calling attention to the Board's rule which requires commission merchants and purchasers on the Chicago market to furnish a public certificate of weight when Chicago weights are the basis of settlement. There is some satisfaction in knowing that the Association has not forgotten the existence of the rule, and we trust that it will secure its enforcement.

AN EPIDEMIC OF SWINDLING.

A few months ago, before the authorities got after them, something like eighty bogus commission firms were doing business (if plain, unadulterated swindling can be so called) in the city of Chicago. Thanks to the crusade which was inaugurated against them, something like fifty firms have disappeared. Probably a score of shady concerns are still doing business, varying in quality from ordinary swindling to bucket shopping. Some of the principals are under arrest, and a particularly strong case has been made out against them. Their cases will be pressed and no doubt several of them will serve as an object lesson to the rest of the fraternity of green goods men.

It is impossible to estimate the amount of money which has been drained into the coffers of the bogus commission men in the past two years. One thing is certain. Every dollar sent was more than wasted. It not only went into the pockets of the bogus commission men, but added to the depression of grain prices. It is well known that the "country," so-called, furnishes a large share of the bull sentiment. When this sentiment is backed by buying orders on

the Board of Trade, it influences prices. We might cite the example afforded eighteen months ago. If this sentiment finds expression only in orders to bucket shops or bogus commission men, it is absolutely lost as a market factor. Were there no bucket shops, we doubt not that the price of grain would be several cents higher as a regular thing.

The Civic Federation of Chicago has hold of the prosecutions in Chicago. We only need add that John Hill Jr. is pushing the case against the Chicago crowd of big and little swindlers. And if any of our readers are cognizant of the doings of any of these shady concerns we will be pleased to hear from them in order that the matter may be placed in proper hands. If you receive any circulars or letters let us have them. Every man should be interested as a good citizen in driving the horde of swindlers out of business; or at least prevent them from stealing the livery of honest business in which to work their brace games.

The respect which corn formerly commanded down in Georgia has received a death blow, wielded by a singing school professor, who offers to give ten singing lessons for a bushel of corn. There is no objection to corn being used as a medium of exchange, but when it comes to attempting to establish a ratio of value between it and singing lessons of 10 to 1, it is time to call a halt. The grain trade cannot afford to permit Uncle Sam or anyone else to attempt to establish a ratio at such great variance from the ratio between the real values.

If we can believe the New York newspapers (and we don't mean to insinuate that they are any more unreliable than other newspapers) a great scheme for cheap transportation has been incubating and is on the eve of accomplishment. An English syndicate has secured the Erie Canal electric franchise, and this is said to be only a part of a plan which contemplates shipping grain from the Northwest to Liverpool and Europe at a minimum of cost. Only one transfer is to be made, and that will be in New York harbor without the necessity of elevator storage at all. Rail freights will be eliminated altogether and slow haulage by mules through the canal will be superseded by the electric motor. Grain will be taken from Duluth and Chicago by means of steel canalboats like the six that were built at Cleveland last year. Buffalo elevators will be ignored and the boats will go straight down the canal to New York. There a floating elevator will render it possible to load upon ocean steamers without any other intermediary. Of course this plan will have the hearty coöperation of the trunk lines and especially of the New York Central, which will do all it can to help it along—to disaster. It is intimated that the movement is in strong hands, strong enough to fight the Vanderbilts and the Buffalo and New York elevator interests. If that be the case, a pretty fight will be witnessed. The New York Central has the carriage of grain down to a fine point, for a railroad. It can put up a very nice battle; but fighting the canalboat owners and fighting a big aggregation of capital are two different birds of war.

A NATIONAL ASSOCIATION ASSURED.

The prompt response of grain dealers to our solicitation for declarations in favor of organizing a National Association of Grain Dealers is decidedly encouraging, and we trust that before our next number is in the press we will have received declarations from several hundred more regular dealers, who feel the need of making a united effort to lift the trade up out of the mire.

A well organized, well managed National Association could secure many things for the asking, which dealers and small associations could not get by fighting for. A National Association would represent so much power that few would care to antagonize it; and many of the impositions, many of the abuses which now cause the regular dealer much trouble and heavy losses would quickly bow obeisance.

With power to divert even a little freight it could make traffic managers dance a quickstep to its song for fair and equitable rates for all members.

With even a fair membership it could stop the docking of receipts at central markets for future shrinkage or for profit, and could force the inspectors at terminal markets to regulate the discounting of off-grade grain by the quality of the grain instead of by the quantity of the aggregate receipts, as seems to be done in some of the markets at present.

Prompt delivery of strong cars, in good condition, when ordered, and prompt delivery of all grain shipped are of great importance to all shippers and would prevent many losses now suffered. A reciprocal demurrage charge and a clean bill of lading would remedy these abuses and make light the hearts of grain dealers in all parts of the country.

An up-to-date list of commission men and buyers who patronize scalpers and irregular shippers could be kept by the Secretary; also the names of members reporting against each firm on the list. By revising the list and sending a copy to each member every month, the Association's patronage could be diverted to the friends of the regular dealers, and the scalpers driven from the business.

Railroad companies which are now charging elevator men a yearly lease for the privilege of acting as local freight agent for bulk grain might be induced to pay the elevator man a yearly salary based upon the number of bushels of grain loaded into its cars.

These are only a few of the reforms which could easily be brought about by a National Association. There are many others that would bring relief to every dealer and could easily be secured by a national organization. Such an organization would receive much more recognition at Washington than a local or state association, and could secure legislation favorable to the domestic and foreign trade that otherwise could not be obtained.

Before a meeting is held to take any formal action on organization there should be an exchange of opinions regarding the work, so that some idea can be gained of all that is needed. When writing us, we would be pleased to have dealers designate their choice as to place for the first meeting.

EDITORIAL MENTION

The National Hay Association has been incorporated in New York state.

Sign the published declaration in favor of a national association or state why not.

The bull who predicted dollar wheat now says he meant a bushel would sell for a Mexican dollar.

Kansas is sending corn to Old Mexico by the trainload, and still has some left to depress domestic markets with.

Clean your grain and seeds before shipment and save freight on the dirt as well as get a better price for what you ship.

Now is an auspicious time for you to declare in favor of a national association of grain dealers. At least favor the trade with your views on the subject.

The barley grading at all the central markets is just as unreliable, just as useless as ever, yet shippers continue to pay for it, and that, too, without kicking.

Where shall the first meeting of the Grain Dealers' National Association be held? Send in your votes and the result will be announced in the October number.

A Kansas City concern engaged in manufacturing farm implements advertises a "Walking Tongue Cultivator." This must be an automatic political talking machine.

That predicted car famine of unprecedented size did not materialize. The rail carriers had so little other freight that they were able to take care of the corn without much trouble.

The case of Suffern, Hunt & Co. of Decatur, Ill., against the Indiana, Decatur & Western Ry. Co. is set for a hearing before the Interstate Commerce Commission at Chicago, September 18.

The poor quality of grain and the unreliable work of the inspectors is said to have discouraged track buyers and made business good for the receivers. The grading of no new grain seems to be very satisfactory at present.

Grain exports from Atlantic ports are still large and the grain space in ocean vessels has been engaged far ahead. The tight money market seems to be forcing much grain abroad that otherwise would not go at present prices.

The Chicago commission man who advises farmers to ship their grain and ignore the country buyer does not fail to tell them in the same breath to ship it to his firm. Of late he has been sending out much free advice of this nature in the Journal, and this is said to have caused an

unusual demand for salt among its readers. Most of them take more than a grain of salt with it.

At last the San Francisco Produce Exchange has abandoned the ton and hereafter will trade in centals. It is difficult to understand why this was not done long ago. The use of the cental simplifies the business and greatly reduces the office work.

The grain trade is full of anomalies, at times. An English wheat dealer visiting in Chicago a few days ago told how he had just resold to a Russian dealer a cargo of wheat recently bought, but not shipped, at an advance of five cents per bushel.

Unless we mistake the meaning of what seems unmistakable English, the statistician of the Agricultural Department admits that the department has no figures of yield per acre as the basis for 100 per cent. of condition. What is the par of condition, anyhow?

There is so much linseed oil on hand that some of it seems to have got onto the market toboggan slide and the price of flaxseed slipped down to the unprecedented figure—64½ cents. The present crop seems to have started in with a firm determination to enjoy a round at breaking price records.

The grain dealers of Pekin, Ill., are reported to be engaged in a spirited contest to determine who can continue longest to pay more for grain than the prices ruling in central markets warrant. The farmers enjoy such exhibitions of foolishness, despite the fact that dealers are frequently ruined by it.

The Board of Railroad Commissioners of Kansas have a case against the Santa Fe of excessive charges on corn from Kansas points to Galveston and other points in Texas and Louisiana. This will come up for hearing before the Interstate Commerce Commission at Kansas City on September 24.

A commission man who for a short time was doing business in New York under the style of Geo. J. Tragidis & Co., has gone away without remitting or even sending account of sales to his favored shippers. His offerings were very flattering, but the only thing he has left for the shippers is a large number of unpaid bills.

Shortages in shipments to Chicago are again getting large and it will soon be necessary for the shippers to force the receivers to get out their reform club and use it upon the elevator men. If the public weighmaster would change his weighmen about from house to house frequently it might have a tendency to reduce the shortages.

The Superior Board of Trade has its inspection and weighing departments at work, and, according to reports from that city, the work is progressing very smoothly. The Minnesota standards and rules for grading have been adopted verbatim, with the exception that No. 1 Hard will be known as Superior-Dakota 1 Hard, and No. 1 Northern as Superior-Dakota 1 Northern. The change is meeting with con-

siderable opposition from the elevator men and the Duluth Board of Trade.

The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri has held another meeting and continues to gain new members. Every regular dealer of its territory should join promptly and help along the good work.

Suggestions for a constitution and by-laws for a grain dealers' association are presented in this number. This part of the work of organizing should be discussed and some definite idea of the needs in this line arrived at before a meeting is held.

Along with Argentina's expansion as a grain country have come other things. The last census (taken last year) shows that Argentina has 44 breweries, 108 distilleries and 532 flour mills. The number of distilleries strikes us as pretty large for a country with only 4,000,000 people; but then they are not so large as the Peoria concerns.

The Grain Shippers' Association of Northwest Iowa is organizing a mutual fire insurance company and will soon be prepared to supply its members with reliable fire insurance at a low rate, as well as transportation at a reasonable rate. Its limit for good work has not been reached and new ways to advance the common interests of members will soon be found.

Millers are paying a premium of one cent a bushel for No. 2 spring wheat and four to four and a half cents premium for winter wheat. The public elevator men are still determined to make wheat earn carrying charges for their houses. By selling direct to the millers country shippers might secure a part of this premium and prevent their shipments being docked for future shrinkage.

Exasperated by the existing discrimination in grain rates against their city, 32 grain firms of Kansas City have filed suits in equity in the United States Circuit Court at Topeka against the Santa Fe and the Missouri Pacific railways, asking the court to declare the present rates on grain from Kansas points to Kansas City to be unjust and discriminative and to issue a temporary injunction restraining the roads from continuing to enforce the rates. The rates from several points to Kansas City are higher than to St. Louis and out of all proportion to the Chicago rates existing since the grain rate war started.

According to the last report of the Bureau of Statistics, breadstuffs exported during August were valued at \$13,854,311, against an amount valued at \$9,571,974 exported in August, 1895; and the exports during the eight months ending August were valued at \$95,349,290, against \$73,085,790, and during the two months ending August \$26,268,279, against \$18,072,887, during the corresponding period of the previous season. During August 6,693,004 bushels of wheat were exported, against 4,243,997 bushels in August, 1895; and during the two months ending August 8,023,465 bushels were exported, against 5,553,463 bushels in the two months ending August, 1895. Corn exported amounted to 9,428,939, against 4,658,578 bushels in August,

and 14,334,180 against 8,553,435 bushels during the two months ending August. Other grains exported in the two months ending August, compared with the same two months of 1895, were: Rye, 993,349, against 162 bushels; oats, 9,084,436, against 795,159 bushels; barley, 2,754,424, against 790,160 bushels. In the same two months were exported 2,817,313, against 1,997,783 barrels of flour, 5,096,215, against 5,083,055 pounds of oatmeal, 47,738, against 38,247 barrels of cornmeal for the two months ending August, 1895.

When S. G. Rosekranz, the well-known Chicago bear, died some time ago, a great deal of comment was made over the comparatively insignificant estate he left. Rosekranz was reputed wealthy and yet his executors found only a flat building and \$13,000 in cash. His business methods were remarkable in one respect; he always settled with cash instead of checks, and was not known to keep any bank account. And now the story has got out that \$500,000 of his money has been found in a safety deposit vault in Chicago. The story seems entirely probable, as Rosekranz was reputed to be worth at least half a million.

At some stations in Central Illinois the quality of the oats is so very poor that dealers will not buy them at any price, but are shipping them for the farmers. Most of the oats of that section seem to have been badly damaged by rain, and the grading at central markets has varied so much that shippers have quit shipping on their own account. If the farmers of several states could be induced to grow bicycle spokes instead of oats they would get more out of their land and the other growers could get enough to pay the freight on their oats. The price of over-production is not always nothing, but in the case of oats it is surely next door to it this season. If the reciprocal trade treaty law was still in effect we could find markets that would admit our corn and oats on favorable terms and thus relieve in a measure the depression existing in our home markets.

Something over a year ago a young man living down in Indiana concluded he wanted to speculate. He had a good deal of money for a young man and concluded to come to Chicago. He brought some of his money with him. He met a man who claimed to be a member of the Chicago Board of Trade and knew all about the markets. He entrusted his money to him to invest in wheat and went home. Pretty soon the Chicago broker wanted some more money and it was forthcoming. Then some more. Finally, when the young man had parted with \$14,500 he suddenly thought it would be a good plan to look up his broker's standing. He investigated and found that his broker had never been a member of the Chicago Board, but was a bucket shopper. Accordingly, he had the broker arrested. The morals in this brief story lie on the surface thick as hailstones. There is only one of them particularly pertinent. Why on earth did he not do his investigating before instead of after investment? Why will the most suspicious people in the world take some things entirely on faith, and things so easily investigated, for instance, as membership in a Board

of Trade? Will the men who live off the gullibility of others ever grow less numerous or less voracious so long as the crop of suckers is so large and so anxious to bite?

The name of J. Pierrpont Morgan is one that brings up visions of financial solidity. The bogus brokers found it a pretty good name to conjure with at the New York end of their game, and accordingly sent out circulars signed by "James P. Morgan & Co.," "W. P. Morgan & Co.," "J. E. Morgan & Co." and several other Morgans. They represented themselves as "bankers, bond dealers and bullion brokers," and, of course, their purpose was to convey the idea that the circular emanated from J. P. Morgan & Co., one of the best known firms in the financial world. One of the games that was worked from the New York end under the name of the various "Morgan" firms was an offer to sell calls in any amounts on silver bullion or gold. The pamphlet issued shows how the investor would win, whether Bryan or McKinley were elected. They relied upon the inability of the reader to see the enormous losses that the scheme would saddle on the generous Morgans. How successful this brazen scheme was we are unable to say; but considering the political excitement, financial uneasiness and the names selected as bait, it was well calculated to deceive. The name of Tallman & Co. also seems to have been selected from its resemblance to the New York banker, Thalman.

Grain Dealers' Associations.

SOUTHERN NEBRASKA GRAIN MEN'S PROTECTIVE ASSOCIATION.

President, George Adams, Weeping Water; secretary, William Coon, Elmwood.

THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

OHIO GRAIN DEALERS' ASSOCIATION.

President, J. W. McCord, Columbus; vice-president, J. B. Van Wagener, London; treasurer, G. T. Chamberlain, Columbus; secretary, Huntington Fitch, Columbus.

GRAIN SHIPPERS' ASSOCIATION OF NORTH-WESTERN IOWA.

President, E. J. Edmonds, Marcus; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

GRAIN DEALERS' ASSOCIATION OF SOUTHWESTERN IOWA AND NORTHWESTERN MISSOURI.

President, R. R. Palmer, Creston, Iowa; vice-president, E. H. Vanschoiack, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg, Iowa.

FLAXSEED.

With flaxseed selling lower than ever before, and the difference between it and wheat at only 10 cents, there has been much discussion as to the causes and the prospects for the future. Charles Dickinson, of the Albert Dickinson Co., in an interview last month, said:

"The bulk of the Southwestern crop has been marketed within the last month. It is largely on its way to the foreign market, leaving some of the old crop in store at Duluth and Chicago. There is an excellent crop in the Northwest, and there is a beginning of a free movement. It is grading much better than for some time back. From the time ex-

ports began in the spring there has been shipped or contracted for 2,500,000 bushels to 3,000,000 bushels. The crop of last year was unquestionably between 18,000,000 bushels and 20,000,000 bushels. The usual requirements of America are from 12,000,000 bushels to 14,000,000 bushels. The present crop bids fair to be three-fourths to four-fifths as large, so there will again be a surplus for shipment. The tight money market has prevented the crushers from buying their usual supply. Oil has been accumulating, but oil cake has been in better demand on account of a short fodder crop in Great Britain. The present movement will continue with good weather. The acreage is 10 to 20 per cent. less than last year. In Argentina there has been an export of 9,000,000 bushels, against 11,000,000 bushels the year before. India has exported 5,000,000 bushels more than last year, but is not yet up to the average. The Russian export has been over 17,000,000 bushels, against 9,000,000 bushels the previous year. The present prices are lower than ever before known. America is not usually an exporter. In 1894 it was the reverse, and 3,000,000 bushels were imported. It is the surplus and the tight money market which allows it to go abroad."

Trade Notes

B. S. Constant Co., Bloomington, Ill., sends us quite a list of sales, and is expecting a good fall trade.

The Fountain Machine Co. has been organized at Cincinnati, Ohio, to manufacture gas and gasoline engines. Emil Hilstach of Cincinnati, Ohio, is a large shareholder.

The Detroit Gas Engine Co. of Detroit, Mich., has filed articles of incorporation, with a capital stock of \$100,000, and will erect a large plant for the manufacture of gas engines, motors, etc. The stockholders are John B. Hicks, John W. Welch of New York, Wm. V. More and Duncan Symington.

The Stilwell-Bierce & Smith-Vaile Co. of Dayton, Ohio, is making arrangements to establish a branch house in Baltimore. The business at Atlanta, and through the Southwest has been very large of late, and owing to the increasing importance of this trade, the company has decided to open a house in New Orleans for the Southwest, and move the office at Atlanta to Baltimore. J. W. Taylor, who has been for a long time the manager of the Atlanta office, will remove to Baltimore, and will have charge of the territory from New Jersey to the Mississippi line.

The firm of J. J. Blackman & Co., commission merchants at 95 Broad street, New York, well known to many of our readers, has been dissolved. Mr. Blackman continues the business and has associated himself with L. E. Bunker, of 274 Washington street, New York, in the business of handling grain, hay, flour, mill feed, seeds, etc., on commission. September 1 marked Mr. Blackman's entrance upon his thirty-third consecutive year in the trade on the New York market. He confines himself strictly to a commission business as heretofore, believing that is the true way of best serving the interest of patrons.

Elevator owners are more and more seeing the advantages of having their houses sheathed in metal. Not only is it a protection against locomotive sparks and other outside fire hazards, but the hazard from lightning is no small matter with elevators. The elevator is generally high and is a shining mark for an electrical discharge. It is said that a metal clad building is protected absolutely against lightning. But there are plenty of other advantages that may be cited, and which are within the reach of all through the cheapening of all forms of iron and steel work. The Sykes Steel Roofing Co. of 611 South Morgan street, Chicago, is a large manufacturer of roofing, corrugated iron, etc., and will be pleased to place its knowledge, experience and facilities at the disposal of those who have requirements in its line. It solicits correspondence from interested parties.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since August 15 has been as follows:

August.	No. 2 R.W. WHT.		No. 2 S.F. WHT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 3 ¹ BARLEY.		No. 1 ¹ FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....					82 1/4	82 1/4	16 1/2	16 1/2	29 1/2	30	26	34	67 1/2	67 1/2
16.....														
17.....														
18.....														
19.....														
20.....	60 1/4	60 1/4												
21.....			55 1/4	55 1/4	22 1/4	22 1/4	17 1/4	17 1/4	30 1/2	30 1/2	33	34	66 1/2	66 1/2
22.....			56 1/4	56 1/4	22 1/4	22 1/4	17 1/4	17 1/4	30 1/2	30 1/2	33	34	66 1/2	66 1/2
23.....			56 1/4	56 1/4	22 1/4	22 1/4	17 1/4	17 1/4	30 1/2	30 1/2	33	34	66 1/2	66 1/2
24.....	61 1/4	61 1/4	57 1/4	57 1/4	22 1/4	22 1/4	16 1/4	16 1/4	31 1/4	31 1/4	34	35	67 1/2	67 1/2
25.....	60 1/4	60 1/4	56 1/4	56 1/4	21 1/4	21 1/4	16 1/4	16 1/4	31 1/4	31 1/4	34	35	67 1/2	67 1/2
26.....			55 1/4	55 1/4	20 1/4	20 1/4	15 1/4	15 1/4	31 1/4	31 1/4	34	35	66 1/2	66 1/2
27.....	60	60	56 1/4	56 1/4	20 1/4	20 1/4	15 1/4	15 1/4	31 1/4	31 1/4	34	35	66 1/2	66 1/2
28.....			56 1/4	56 1/4	20 1/4	20 1/4	15 1/4	15 1/4	31 1/4	31 1/4	34	35	66 1/2	66 1/2
29.....	60 1/4	61	57 1/4	57 1/4	20 1/4	21	16 1/4	16 1/4	31 1/4	31 1/4	34	35	66 1/2	66 1/2
30.....														
31.....	60 1/4	60 1/4	56 1/4	56 1/4	20 1/4	21	15 1/4	15 1/4	31 1/4	31 1/4	34	35	68 1/2	68 1/2
Sept. 1.....			56 1/4	56 1/4	20 1/4	20 1/4	15 1/4	15 1/4	30 1/2	30 1/2	33	34	68 1/2	68 1/2
2.....	59	59			20 1/4	20 1/4	15 1/4	15 1/4	30 1/2	30 1/2	33	34	68 1/2	68 1/2
3.....	60	60	56 1/4	56 1/4	20 1/4	20 1/4	15 1/4	15 1/4	30 1/2	30 1/2	33	34	68 1/2	68 1/2
4.....			56 1/4	56 1/4	20 1/4	20 1/4	15 1/4	15 1/4	30 1/2	30 1/2	33	34	68 1/2	68 1/2
5.....														
6.....	59 1/4	60	56 1/4	56 1/4	19 1/4	20 1/4	14 1/4	15	31	31	34	35	64 1/2	65 1/2
7.....														
8.....	58	59	55 1/4	55 1/4	19 1/4	20 1/4	14 1/4	15	31	31	34	35	63 1/2	64
9.....	60	60			19 1/4	20 1/4	15 1/4	15 1/4	31	31	34	35	63 1/2	64
10.....	59 1/4	60	55 1/4	55 1/4	20 1/4	20 1/4	15 1/4	15 1/4	30 1/2	30 1/2	33	34	65 1/2	65 1/2
11.....			57 1/4	57 1/4	20 1/4	20 1/4			31	31	34	35	64 1/2	65 1/2
12.....					21 1/4	21 1/4	16 1/4	16 1/4	31 1/4	31 1/4	34	35	64 1/2	65 1/2
13.....														
14.....	62	62	57 1/4	58	21 1/4	21 1/4	16 1/4	16 1/4	31 1/4	31 1/4	34	35	64 1/2	64 1/2
15.....														

*Holiday. +Free on board or switch. †On track or to go to store.

During the week ending August 15 Prime Contract Timothy sold at \$2.80@3.00 per cental, Prime Contract Clover Seed at \$7.00@7.30, Hungarian at \$0.50@0.60, German millet at \$0.50@0.60, buckwheat at \$0.75@0.90 per 100 pounds.

During the week ending August 22 Prime Contract Timothy sold at \$2.65@2.80 per cental, Prime Contract Clover Seed at \$6.50@7.30, Hungarian at \$0.40@0.60, German millet at \$0.40@0.60, buckwheat at \$0.70@0.90 per 100 pounds.

During the week ending August 29 Prime Contract Timothy sold at \$2.60@2.70 per cental, Prime Contract Clover Seed at \$6.15@6.50, Hungarian at \$0.40@0.50, German millet at \$0.40@0.50, buckwheat at \$0.70@0.85 per 100 pounds.

During the week ending September 5 Prime Contract Timothy sold at \$2.50@2.70 per cental, Prime Contract Clover Seed at \$5.75@6.50, Hungarian at \$0.40@0.55, German millet at \$0.40@0.55, buckwheat at \$0.70@0.85 per 100 pounds.

During the week ending September 12 Prime Contract Timothy sold at \$2.55@2.60 per cental, Prime Contract Clover Seed at \$5.50@5.60, Hungarian at \$0.40@0.60, German millet at \$0.40@0.60, buckwheat at \$0.75@0.85 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the ten weeks ending September 5, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis.....	5,878,000	4,521,000	6,157,000
Toledo.....	2,821,000	2,838,000	5,834,000
Detroit.....	892,000	808,000	1,738,000
Kansas City.....	2,232,000	1,581,000	3,568,000
Cincinnati.....	329,000	249,000	342,000
Winter.....	11,952,000	9,947,000	20,657,000
Chicago.....	6,465,000	2,440,000	14,085,000
Milwaukee.....	2,091,000	1,469,000	1,143,000
Minneapolis.....	7,326,000	6,217,000	6,188,000
Duluth.....	11,565,000	5,355,000	6,099,000
Spring.....	27,417,000	15,481,000	27,515,000
Total, bus. ten weeks.	39,369,000	25,428,000	48,172,000

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of August, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	5,294,627	2,379,318	5,645,087	3,105,565
Corn, bushels.....	68,148		58,587	
Oats, bushels.....	625,070	12,415	686,991	67,407
Barley, bushels.....	307,874	42,400	363,085	1,315
Rye, bushels.....	149,682	36,613	146,130	
Grass seed, pounds.....				
Flaxseed, bushels.....	166,705	9,924	833,215	
Flour, barrels.....	700,455	486,030	977,775	961,370
Flour production Duluth and Superior.....	404,520	393,825		

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of August, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	326,780	3,401	268,293	4,384
Corn, bushels.....	2,002,644	283,791	1,397,037	190,089
Oats, bushels.....	115,832	134,405	20,415	13,020
Rough Rice, sacks.....	77,905	53,672	45,555	57,616
Clean Rice, barrels.....		404	10,677	13,617
Flour, barrels.....	63,988	58,758	39,902	12,958

Following is Secretary Smith's account of the movement of rice to September 1. The season begins August 1:

Rough rice in sacks: Receipts since August 1, 77,805 in 1896, 53,672 in 1895. Distribution since August 1, 45,655 in 1896, 57,616 in 1895. Total stock in first and second hands August 1, 83,223 in 1896, 45,469 in 1895; September 1, 115,373 in 1896, 41,525 in 1895.

Clean rice in barrels: Receipts since August 1, 404 in 1896, none in 1895. Sales since August 1, 10,677 in 1896, 13,617 in 1895. Total stock in first and second hands, No. 1, September 1, 5,942 in 1896, 5,240 in 1895; August 1, 5,256 in 1896, 2,793 in 1895; No. 2, September 1, 1,029 in 1896, 1,334 in 1895; August 1, 916 in 1896, 389 in 1895.

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of August, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	2,936,236	2,285,548	566,563	512,717
Corn, bushels.....	4,028,020	724,124	3,564,284	641,254
Oats, bushels.....	1,021,052	1,104,300	242,821	318,870
Barley, bushels.....	2,250	650	2,472	
Rye, bushels.....	26,044	16,198	6,400	9,970
Hay, tons.....	21,214	19,590	7,582	6,486
Flour, barrels.....	127,511	79,216	184,224	195,907

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of August, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, centals.....	1,140,967	728,767	869,589	594,378
Corn, ".....	16,326	12,590	1,298	2,053
Oats, ".....	36,660	57,317	1,643	888
Barley, ".....	1,025,783	335,870	611,339	124,022
Rye, ".....	3,828	686	28	
Flaxseed, bushels.....	2,663	1,182		
Hay, tons.....	20,947	18,048	332	
Flour, barrels.....	90,000	81,874	118,007	60,966

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the month of August, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,109,500	1,511,400	488,900	1,027,700
Corn, bushels.....	185,500	307,400	62,400	333,700
Oats, bushels.....	126,900	106,000	3,600	235,800
Barley, bushels.....		11,600		
Rye, bushels.....	53,600	60,800	115,000	4,400
Clover Seed, bags.....				
Flour, barrels.....	6,495	7,054	194,865	89,514

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during August, 1896 and 1895, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover lbs.	Other Grass Seeds, lbs.	Flax-seed, bu.	Broom Corn, lbs.	Hay, tons.
1896.....	8,309,435	314,682	235,765	1,647,158	682,405	17,682
1895.....	15,423,713	153,455	119,411	1,092,287	387,650	26,706
Shipments.....						
1896.....	6,585,463	175,204	1,218,339	1,060,320	492,333	2,492
1895.....	8,781,383	207,480	419,324	568,244	546,036	3,756

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of August, as compared with the same period of the preceding year, were, according to R. O. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	270,200	129,600	188,400	111,100
Corn, bushels.....	1,008,800	1,204,325	341,800	606,600
Oats, bushels.....	1,634,250	1,914,650	1,122,650	1,746,750
Barley, bushels.....	20,200	11,200	10,000	11,900
Rye, bushels.....	12,600	4,200	3,000	4,800
Milk Feed, tons.....	344	706	2,782	3,742
Seeds, pounds.....	210,000	310,000	229,280	110,000
Broom Corn, pounds.....	30,000	30,000	60,000	30,000
Hay, tons.....	970	2,170	340	840
Flour, barrels.....	61,000	19,555	47,550	20,850
Spirits and Liquors, bbls.....	975	989	19,306	13,214
Syrup and Glucose, bbls.....	805	947	28,720	24,293

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of August, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipm'ts by Canal.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	6,098,575	3,641,103	2,233,817	1,247,866
Corn, bushels.....	7,820,071	5,650,618	604,546	369,647
Oats, bushels.....	4,812,832	2,109,190	1,665,645	729,088
Barley, bushels.....	821,000	20,000	136,991	
Rye, bushels.....	733,800	25,000	597,174	7,307
Grass seed, bags.....	4,814	1,285		
Flaxseed, bushels.....	1,335,653	61,177	\$56,614,732	
Flour, barrels.....	1,225,500	901,613	25,836	

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector D. W. Andrews, the grain received at Chicago during the month of August, 1896, was graded as follows:

Railroad.	WINTER WHEAT.									
	White.			Hard.			Red.			No G'de.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	2	2	3	41	245	54	218	197	207	
C. R. I. & P.	2	3	3	38	383	23	69	103	50	
Chicago & Alton	2	3	3	21	86	12	80	183	188	
Illinois Central	2	3	3	8	20	15	56	128	78	
Freeport Div., I. C.	2	3	3	1		1				
Galena Div., C. & N. W.	2	3	3	8	4	1	2			
Wis. Div., C. & N. W.	2	3	3	1		6	24	102	109	135
Wabash	2	3	3	6		16	78	65	19	
C. & E. I.	2	3	3	2	3	1	7	15	4	
C. M. & St. P.	2	3	3	2	3	1	7	15	4	
Wisconsin Central	2	3	3	2	3	1	7	15	4	
Chicago & Great West.	2	3	3	2	3	1	7	15	4	
A. T. & S. Fe.	2	3	3	21	168	12	48	122	31	
E. J. & E.	2	3	3	31	71	1	10	51	12	
Through and special	2	3	3	11	3	2	64	16	5	
Total each grade	5	8	3	182	1001	161	735	1004	733	
Total winter wheat	17			1183					2,683	

* No grade.

Railroad.	SPRING WHEAT.									
	Colorado.		Northern.			No Grade.			White.	Mixed.
	2	3	2	3	4	2	3	4	2	3
C. B. & Q.	2	3	25	218	12	1	8			
C. R. I. & P.	2	3	9	13	97	19	1	8		
Chicago & Alton	2	3								
Illinois Central	2	3								
Freeport Div., I. C.	2	3								
Galena Div., C. & N. W.	2	3	9	223	99	4				
Wis. Div., C. & N. W.	2	3	2	3	2	3				
Wabash	2	3	76	17	2	1	54	36	1	1
C. & E. I.	2	3	419	33	7					
C. M. & St. P.	2	3	419	33	7					
Wisconsin Central	2	3	8							
Chicago & Great West.	2	3	1							
A. T. & S. Fe.	2	3	1							
E. J. & E.	2	3	6	1	1					
Through and special	2	3	1	6	1					
Total each grade	9	57	1078	170	16	2	8	1	1	
Total spring wheat	10		1,830		10					

Railroad.	CORN.									
	Yellow.			White.			No Grade.			No Grade.
	2	3	4	2	3	4	2	3	4	
C. B. & Q.	451	67	193	56	1,878	367	256	146		
C. R. I. & P.	409	119	88	37	2,753	1215	269	105		
Chicago & Alton	180	62	52	23	269	121	92	16		
Illinois Central	382	90	79	29	157	72	18	5		
Freeport Div., I. C.	76	17	2	1	54	36	1	1		
Galena Div., C. & N. W.	275	95	12	3	268	79	78	5		
Wis. Div., C. & N. W.	99	13	147	9	77	14	34	17		
Wabash	27	8	55	5	43	9	5	1		
C. & E. I.	299	27	13	2	1,334	178	35	1		
C. M. & St. P.	299	27	13	2	1,334	178	35	1		
Wisconsin Central	76	2	18		610	25	10	18		
Chicago & Great West.	95	77	69	40	760	1040	179	209		
A. T. & S. Fe.	341	128	97	11	1,373	482	167	109		
E. J. & E.	143	27	8	1	402	93	67	100		
Through and special	2,913	732	861	217	9,978	3737	1233	740		
Total each grade	2,913	732	861	217	9,978	3737	1233	740		
Total corn	20,411									

Railroad.	OATS AND RYE.									
	OATS.					RYE.				
	White.			W't C.*		No Grade.			No Grade.	
	1	2	3	1	2	2	3	4	2	3
C. B. & Q.	26	359	44	390		117	36	48	9	
C. R. I. & P.	29	356	13	552		165	21	23	2	
Chicago & Alton	8	10	11	255		169	9	2	6	
Illinois Central	23	56	65	188		168	12	12	4	
Freeport Div., I. C.	247	230	13	48	1	6	4	1		
Galena Div., C. & N. W.	258	612	76	168	1	9	25	16		
Wis. Div., C. & N. W.	34	135		38		1				
Wabash	8	37	24	410		277	6	8	3	
C. & E. I.	57	57	443		49	13	16	1		
C. M. & St. P.	291	476	50	212		16	49	7		
Wisconsin Central	5					1				
Chicago & Great West.	24	176	37	60		1	4	3	1	
A. T. & S. Fe.	15	26	28	129		50	4	4		
E. J. & E.	69	105	5	46	1	17	1	3		
Through and special	56	134	5	60		30	25	9	3	
Total each grade	1089	2764	428	4045	1	1074	211	153	29	
Total oats and rye	9401								393	

* White Clipped.

Railroad.	BARLEY AND TOTAL GRAIN RECEIPTS.									
	Barley.					Total No. Cars all Grain by Roads				
	2	3	2	3	4	5	No Grade.			
C. B. & Q.	1	12	6	1				5,702		
C. R. I. & P.	50	30						1,043		
Chicago & Alton								2,874		
Illinois Central	19	11	4	1				884		
Freeport Div., I. C.	2	61	17	1	2			2,413		
Galena Div., C. & N. W.	1	46	9	2				321		
Wis. Div., C. & N. W.								1,560		
Wabash								1,058		
C. & E. I.	1	93	46					3,632		
C. M. & St. P.								1,142		
Wisconsin Central								6		
Chicago & Great West.	3	5						3,156		
A. T. & S. Fe.								3,114		
E. J. & E.								1,269		
Through and special										
Total each grade	5	293	135	10				35,830		
Total barley								450		
Total grain, cars								35,830		

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 12, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany	25,000	75,000			
Baltimore	1,341,000	1,371,000	195,000	78,000	
Boston	1,085,000	490,000	202,000		
Buffalo	1,392,000	380,000	174,000	80,000	291,000
do. afloat	13,188,000	4,366,000	1,703,000	361,000	55,000
Chicago	8,000	2,000	15,000	4,000	14,000
do. afloat	466,000	14,000	33,000	26,000	
Duluth	5,864,000	12,000	211,000	249,000	159,000
do. afloat	363,000	52,000			
Indianapolis	550,000	23,000	57,000	5,000	
Kansas City	396,000	3,000		122,000	57,000
do. afloat	11,329,000	11,000			
Minneapolis	337,000	58,000	177,000	6,000	25,000
Montreal	3,254,000	2,192,000	1,826,000	63,000	87,000
New York	123,000	125,000	59,000	100,000	
do. afloat	27,000	40,000			31,000
Oswego	189,000	66,000	445,000	18,000	3,000
Peoria	577,000	335,000	166,000		
Philadelphia	3,231,000	731,000	192,000	19,000	
St. Louis	62,000				
do. afloat	717,000	62,000	345,000	83,000	
Toledo	130,000		65,000		23,000
Toronto	544,000	91,000	517,000	501,000	162,000
On Canals	2,426,000	2,456,000	1,443,000	59,000	234,000
On Lakes	65,000	50,000	13,000		
On Miss. River					
Total	47,602,000	13,007,000	8,078,000	1,777,000	1,152,000
Corresponding date 1895	38,092,000	4,934,000	2,841,000	585,000	487,000

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from the United States to be as follows:

Countries.	Month ending July 31.		Seven months ending July 31.	
	1896.	1895.	1896.	1895.
United Kingdom	3,800,208	3,126,721	22,366,171	27,829,663
Germany	300,743	39,762	861,034	733,434
France	13,130	32,000	54,130	838,534
Other Europe	698,341	569,728	5,006,851	7,128,111
British North America	731,595	492,166	2,181,565	2,159,627
Mexico			1,047	2,734
Central American States and British Honduras	9,771	2,880	38,883	40,767
West Indies and Bermuda	45	170	5,246	6,540
Other South America	140	270	1,898	2,419
British Australasia	274,614		1,873,308	
Asia and Oceania	670	3,448	7,076	19,921
Africa	207,847	4,190	2,085,707	35,142
Other countries			14	23
Total bushels	6,062,104	4,271,483	34,432,930	38,796,915

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending July 31.		Seven months ending July 31.	
	1896.	1895.	1896.	1895.
United Kingdom.....	2,661,646	2,136,841	29,859,218	14,933,017
Germany.....	608,641	459,959	9,056,916	3,041,111
France.....	507,385		3,335,737	592,920
Other Europe.....	484,649	904,657	14,293,008	3,672,071
British North America..	788,362	273,801	3,912,601	2,489,067
Mexico.....	358,715	17,142	1,598,875	75,228
Central American States and British Honduras.	9,174	5,333	54,807	71,428
Cuba.....	101,098	44,032	194,044	123,574
Puerto Rico.....		100	495	100
Santo Domingo.....	18	420	1,581	1,382
Other West Indies and Bermuda.....	60,955	54,531	392,337	362,357
South America.....	2,740	11,242	34,450	36,062
Asia and Oceania.....	316	703	19,119	4,187
Other countries.....	179,809	700	2,544,750	2,803
Total bushels.....	5,769,508	3,909,514	65,297,494	25,407,303

ELEVATOR

GRAIN NEWS

The Cloldt elevator at Joliet, Ill., is completed.

The people of Ellendale, S. D., want a flax mill.

John Noffs will build an elevator at Oconto, Wis.

L. N. Loomis is building an elevator at Alpena, S. D.

Starch factories are wanted at Minot and Gardner, N. D.

A bonus is offered for a starch factory at Sabin, Minn.

A. Tanner is to build an elevator at Little Falls, Minn.

Two elevators will be erected at Elk Point, S. D., this fall.

A free site is offered for a starch factory at Bathgate, N. D.

A 125,000-bushel elevator has been completed at Hinckley, Ill.

R. H. Orr is buying grain at H. C. Suttle's elevator at Kenney, Ill.

A free site is offered for a starch factory at Brandon, Minn.

Peck & Co. are building a new elevator and mill at Sheldon, Mo.

The Northern Elevator Co. is erecting an elevator at Hamiota, Man.

It is said that a starch factory is wanted at Bonner's Ferry, Idaho.

F. H. Peavey & Co.'s new elevator at Bloomfield, Neb., is completed.

An elevator may be built at Bigelow, Iowa, by Sioux City parties.

Hammond & Bates are erecting a grain warehouse at La Grange, Cal.

Dunsmire & Walker, grain dealers of Fremont, Iowa, have sold out.

A. B. Shafer has again engaged in the grain business at Forest, Ohio.

The Northwestern Elevator Co. is building an elevator at Deleau, Man.

Mr. Mann of Souris, Man., is preparing to erect an elevator at Deloraine.

Two elevators and two flat houses are being erected at Tyndall, S. D.

Bonuses are offered for a starch factory and flax mill at Moorhead, Minn.

W. G. Bradshaw of Clinton, S. C., will establish a distillery near Columbia.

T. F. Orton has succeeded Hawley & Co., grain dealers of Lancaster, Wis.

The Wasco Warehouse Co. has established a feed department at Dallas, Ore.

Atwood & White will erect a 14,000-bushel elevator at Alexandria, Minn.

The Lake of the Woods Milling Co. will erect an elevator at Deloraine, Man.

Fred. Dose has purchased W. L. Tooze's grain business at Woodburn, Ore.

A project is on foot looking to the erection of an elevator at Randolph, Iowa.

Phil Engel has succeeded to the grain business of R. Torrey at Scotland, S. D.

A. H. Sunshine, dealer in grain and hay at Pittsburgh, Pa., has sold his business.

H. M. Rogers & Co. have opened a grain commission office at Garfield, Wash.

E. P. Fewster, dealer in seeds, etc., at Vancouver, B. C., has discontinued business.

Albert Williams has engaged in the grain and feed business at Hartford, Conn.

J. Desmond is buying grain at Spencer, S. D., where he is operating an elevator.

Chambers, Price & Co. of Seattle, Wash., are building another large grain warehouse.

M. I. Gillett Jr., dealer in grain, feed, lumber, etc., at Joliet, Ill., assigned recently.

J. M. Booze and R. A. Dittman are erecting a rice mill at Roanoke, La., to cost \$15,000.

Eli Fairman has removed his cottonseed oil mill and gin from Mullin to Payne, Texas.

Martin & Son, grain dealers of Rileysburg, Ind., are reported to be doing a good business. In two

days recently they took in over 5,000 bushels of grain.

The Monarch Elevator Co. will erect a 30,000-bushel elevator at Rock Rapids, Iowa.

E. de Bell & Co. have succeeded J. B. Blethen, dealer in grain, etc., at Escondido, Cal.

Link Lang has leased the new elevator at Aylesworth, Ind., which he is now operating.

A. A. Flint has leased the Farmers' Elevator at Dickens, Iowa, where he is buying grain.

N. C. Black, dealer in grain and lumber at Fremont, Iowa, has sold his grain business.

The Monarch Elevator Co. is erecting a 30,000-bushel elevator at New York Falls, Minn.

Jackson & Taylor have succeeded U. B. Yengst, dealer in grain, etc., at Greenleaf, Kan.

Counselman & Co.'s elevator at Gowdy, Iowa, has been raised and the foundation repaired.

The Arends-Moritz Elevator at Sibley, Iowa, which was burned recently, will be rebuilt.

A movement is on foot at Kingston, Ont., looking to the erection of a 100,000-bushel elevator.

I. S. Parrish is reported to have sold out his interest in the grain business at Sterling, Ill.

Dyell & Co. of Souris, Man., are having three elevators built at different points in Manitoba.

A. A. Maginnis recently purchased the property of the Louisiana Oil Mills at New Orleans.

J. U. Miner, grain dealer of Bowdle, S. D., has removed his business to Minneapolis, Minn.

It is said that grain elevators are wanted at Donaldson, Collegeville, Itaska and Foley, Minn.

F. I. Bolles has succeeded H. F. Bolles, dealer in grain, feed and lumber at West Salem, Wis.

D. D. Davenport and others will erect a cottonseed oil mill at Greer's, S. C., to cost \$12,000.

Flax millers of Stratford, Ont., estimate that they will handle 1,200 tons of the seed this year.

The Hartland Mill Co. will enlarge its elevator at Hartland, Minn., to 25,000 bushels' capacity.

The Cypress Distilling Co. has been organized at Columbia, S. C., and will establish a distillery.

Parker & Adkins, dealers in grain and coal at Sioux Falls, S. D., have dissolved partnership.

Geo. J. Pleasants has succeeded Pleasants Bros., dealers in grain and hay at New Orleans, La.

The citizens of Quincy, Ill., have organized a company and engaged in buying and selling grain.

T. F. Orton has succeeded T. C. Hawley & Co., grain dealers at Lancaster and Fennimore, Wis.

The Schneider Co. of Garner, Iowa, has purchased the Stewart elevator and is buying farm produce.

Van Horn & Chandler have succeeded John Van Horn, dealer in grain, hay, etc., at De Land, Fla.

The Pelican Rice Mill Co. has been incorporated at Mermentau, La., to erect a 600-barrel rice mill.

The Lake of the Woods Milling Co. will build an elevator at Boissevain, and one at Neepawa, Man.

C. W. Loree has purchased T. O. Raney's warehouse at Le Sueur, Minn., where he will buy grain.

J. Q. Adams' elevator at Maurice, Iowa, is said to have been leased to the Plymouth Roller Mill Co.

The Old Town Grain Co. of Old Town, Me., is erecting a building which it will occupy as a grist mill.

A. P. Fellingham is overhauling his elevator at Denison, Iowa, preparatory to handling the new crop.

It is said that farmers of Bartholomew County, Ohio, are holding over 100,000 bushels of last year's corn.

A movement is on foot to organize a company for the purpose of erecting an elevator at Lake Benton, Minn.

F. E. McCoy, dealer in grain and coal at Dalton City, Ill., has completed a new elevator at that place.

Schoeneman & Son, grain dealers of George, Iowa, have installed a gasoline engine in their elevator.

It is said that inducements are offered for the establishment of a starch factory at Sauk Centre, Minn.

George Jacobs has leased the Tacoma Grain Co.'s warehouse at Leon, Wash., where he is buying grain.

The B. S. Constant Co. of Bloomington recently sold a double dust collector to H. Ream & Son of Lostant, Ill. Their elevator contains four double

stands, and they intend to install another collector shortly.

A starch factory or flour mill is wanted at Portland, N. D., where aid will be given such an enterprise.

S. T. Shropshire has succeeded S. T. Shropshire & Co., dealers in grain, hides, etc., at Colorado, Texas.

Alfred Duffies has completed a grain elevator at Princeton, Wis., which has a capacity of 15,000 bushels.

A. Overstad has engaged in the grain business at Morris, Minn., where he has just completed a new elevator.

Riggins & Waggoner of Lakeland, Fla., are establishing rice, grist and feed mills and other manufacturing.

J. Loring & Co., dealers in grain, hay and feed at Boston, Mass., are erecting a grain elevator at Brighton.

J. P. Conyes has purchased an interest in W. M. Webster's elevator and grain business at Poplar Grove, Ill.

It is reported that linseed oil and flax tow mills are wanted at St. Hilaire, Minn., where free sites are offered.

S. M. Barnes has succeeded S. M. Barnes & Son, who operated a cottonseed oil mill and gin at McCoy, Texas.

Dr. F. W. Bailey and Harry Talcott of Topeka, Kan., have opened a grain and stock exchange at Sedalia, Mo.

Wilkinson Bros., grain dealers of Greenfield, Ind., are reported to be receiving and shelling a great deal of corn.

Lamb, McGregor & Co. have succeeded the firm of Douglas, McGregor & Co., grain dealers of Minneapolis, Minn.

S. S. Colter has leased the McBean elevator at Virden, Man., and has overhauled it preparatory to buying grain.

The Edmonton Milling Co. is erecting an elevator to be operated in connection with its mill at Edmonton, Man.

Inducements are offered for the location of a tow mill at Graceville, Minn., where abundance of flax is grown.

Elevator A2 at Minneapolis, which was destroyed by fire some time ago, will be rebuilt by the Great Northern R. R.

J. S. & A. B. Cameron have formed a partnership at Elliott, Ill., and have succeeded to J. S. Cameron's grain business.

Samuel Sherk, dealer in grain, lumber and coal at Kerrsville, Pa., assigned recently. His liabilities are \$30,000.

John Leverton has purchased the elevator at Abbott belonging to John Rath & Bro., grain dealers of Ackley, Iowa.

C. King and M. V. Smith have joined partnership and engaged in the grain and stock business at Independence, Iowa.

The Wilmington Rice Mills at Wilmington, Va., have been closed indefinitely on account of the small crop of rice.

A free site and liberal bonus are offered for the establishment of a flax tow mill or linseed oil mill at Hillsboro, N. D.

The Yakima Milling Co. of Yakima, Wash., has erected a large addition to its warehouse for storing wheat for farmers.

R. P. Roblin, grain dealer of Winnipeg, is having three elevators erected, one each at Gretna, Austin and Deloraine, Man.

Lamb, McGregor & Co. have succeeded Douglas, McGregor & Co. in the grain commission business at Minneapolis, Minn.

B. M. Stoddard of Minonk, Ill., is equipping his elevator at that place with The B. S. Constant Co.'s Double Dust Collector.

F. G. Stearns & Son will erect a 10,000-bushel elevator to be operated in connection with their mill at Webster City, Iowa.

The Sioux City Starch Works of Sioux City, Iowa, has been doubled in capacity, 1,000 bushels of corn now being used per day.

The Northern Pacific elevator at Perham, Minn., has been overhauled and repaired and a new foundation has been constructed.

W. E. Hill, of The Steel Storage & Elevator Construction Co., writes us that his company has completed a 40,000-bushel steel pneumatic mill storage plant for Paul Widmann of Paulding, Ohio, and has closed a contract with W. A. Coombs of Cold-

water, Mich., for a 20,000-bushel steel pneumatic storage plant to be built in connection with his new mill "B."

The Buell & Baker Commission Co., grain and live stock commission merchants, has opened a branch office at Keokuk, Iowa.

There is said to be 250,000 bushels of corn cribbed at Broadwell, Ill., which was bought last winter at an average price of 22 cents.

The Siloam Milling Co. of Siloam Springs, Ark., has completed a 20,000-bushel elevator to be operated in connection with its mill.

The Little Rock Oil & Refining Co. has been incorporated at Little Rock, Ark., with a capital stock of \$25,000 to manufacture oils, etc.

George Egolf, flour and feed dealer of Philadelphia, Pa., is erecting an elevator to cost \$34,000, and other buildings at that place.

The 1,000,000-bushel elevator of the Illinois Central Railroad at New Orleans, La., will be completed and ready for operation by November 1.

The Steadman Elevator Co. will operate a warehouse at Round Prairie, Minn., this season, and E. B. Rice has been placed in charge of it.

Davis & Grove, grain dealers of Bentley, Ill., are reported to be doing a good business, buying and shipping large quantities of grain daily.

Allen Delp, one of the largest handlers of grain and hay at Philadelphia, Pa., reports a good trade throughout his territory in clipped oats.

The Canadian Pacific Railway has decided to discontinue operating its elevator at Toronto, Ont., and has ordered it closed until further notice.

A. Beckstrom has purchased the East Side Elevator at Hildreth, Neb., and will operate it after completing extensive repairs now being made.

R. Maggart, grain and stock broker of Marion, Ind., has closed his office at that place, presumably on account of a paucity in the sucker line.

Work has been commenced on the construction of the elevator at Portland, Me., the contract for which was let to John S. Metcalf & Co. of Chicago.

The Wilmington Oil Mills of Wilmington, N. C., have increased their facilities for manufacturing cottonseed oil by putting in more machinery.

W. A. Marling, of the firm of Bicklehaupt & Marling, has engaged in business at McGregor, Iowa, and still retains his interest in the old firm.

Carson Bros., dealers in grain and lumber at Miami, Man., have completed an elevator at Rosebank, which has a capacity of 40,000 bushels.

The Bradley Grain Co. has been incorporated at Port Huron, Mich., with a capital stock of \$25,000 for the purpose of buying and shipping grain.

The People's Independent Rice Mill Co. has been incorporated at Crowley, La., with a capital stock of \$30,000, and will erect a 500-barrel rice mill.

Downing, Hopkins & Co., commission merchants of Portland, Ore., have opened an office at Spokane, Wash., of which F. Hopkins has taken charge.

Dodge & Scott, dealers in grain and hay at Salem, Mass., have dissolved partnership, and the business is being continued by Albert Dodge & Son.

W. F. Dougherty and W. J. Wilson have completed a 10,000-bushel grain elevator at Glenwood, Minn., where they have engaged in the grain business.

It is said that a new company has been organized at Fargo, N. D., to operate fourteen elevators on the Great Northern road in the Red River Valley.

Simpson & Cousins' elevator at Alden, Iowa, has been remodeled, increased to about double its former capacity, and the latest improved machinery put in.

McCabe Bros., who operate a line of elevators in North Dakota, have established headquarters at Duluth, Minn., which is in charge of W. J. McCabe.

The Imperial Elevator Co. has been incorporated at Owatonna, Minn., with a capital stock of \$25,000, by A. M. Sheldon, P. L. Howe and Minnie A. Howe.

A starch factory is wanted at Milton, N. D., where a free site will be given and a bonus of 1 cent per pound. Fuel is said to be cheap and potatoes abundant.

The Firmenich Mfg. Co., distiller and manufacturer of starch of Marshalltown, Iowa, has leased the oil mills at that place and will erect a large elevator.

The Delano Elevator Co. of Delano, Minn., has leased the old Cargill elevator at that place, and after repairing it is now using it for handling damp wheat.

Frank Burdett and Wm. Lockwood have formed a partnership to carry on a grain and merchandise business at Edgerton and Chandler, Minn. Mr. Burdett will have charge of the Chandler house,

while Mr. Lockwood will manage the affairs of the Edgerton business.

The Jennings rice mill at Jennings, La., is being enlarged to 600 barrels' capacity, and the warehouse will be increased to three times its present capacity.

Sheldon & Beebe, grain dealers of Mendon, Mich., are remodeling large corn cribs near their elevator, which will be used as a storehouse for grain, feed and flour.

J. F. Traster, Western agent for The Case Mfg. Co., reports that his company has placed machinery in Power & Bro.'s new 50,000-bushel elevator at Butler, Mo.

The Shreveport Cotton Oil Co. has been incorporated at Shreveport, La., with a capital stock of \$130,000, for the purpose of manufacturing cottonseed oil, etc.

The Farmers' Elevator Co. of Windom, Minn., will hold a special meeting September 26 to consider the erection of its elevator. E. J. Mellicke is president of the company.

W. L. Caython & Co., general merchants of De Funiak, Fla., intend to embark in the grain business and will build a grain warehouse with steel and iron roofing.

The Globe Elevator Co. of Milwaukee, Wis., has been incorporated with a capital stock of \$20,000, by J. C. Thomas, George Hoag, H. J. Bauman and J. H. C. Bauman.

The B. S. Constant Co. has furnished H. Griffith of Columbus, Ind., with plans for his new elevator at Jonesville, and will equip it with the Constant Dumps and Feeders.

It is stated that F. H. Peavey & Co. have decided not to build an elevator at Montrose, S. D. They have placed their warehouse at that place under the management of C. Love.

The S. T. & H. R. R. has completed its new elevator at Elkton, Mich., which has been placed under the management of H. Moquidshon. It has a capacity of 12,000 bushels.

It is stated that the New York, Philadelphia & Norfolk Ry. Co. may build warehouses, besides wharves, etc., on property recently acquired on the harbor front of Norfolk, Va.

Greenleaf & Tenney, grain commission merchants of Minneapolis, Minn., assigned recently, E. C. Cook being the assignee. The firm's assets are estimated at \$59,815, liabilities \$131,167.

The Staten Island Wharf & Warehouse Co. has been incorporated at New York City with a capital stock of \$10,000, to do a general elevator, warehouse and wharfage business.

E. B. Hazen, dealer in grain, coal and agricultural implements at Philo, Ill., is overhauling his elevator and putting in The B. S. Constant Co.'s easy dump and automatic ear corn feeder.

The Northern Grain Co. of Superior, Wis., has purchased the grain warehouse and elevator at Galesville, Wis., which makes over 100 elevators now operated by that company.

It is said that Milwaukee capitalists intend to build a large elevator at Grand Haven, Mich., and that three steamers will run from that port to Milwaukee this winter with grain.

A movement is on foot to start a mill at New Westminster, B. C., for the manufacture of oil cake. The flaxseed will be shipped in from Manitoba at first, until it is grown in that district.

The Tenney Grain Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$10,000, by Frank S. Tenney, formerly of the firm of Greenleaf & Tenney, Marion M. Tenney and Adelbert W. Tenney.

The Osborne-McMillan Elevator Co. recently held its annual meeting at La Crosse, Wis., the following officers being elected: President, J. D. McMillan; vice-president, R. E. Osborne; secretary and treasurer, E. N. Osborne.

It is announced that E. P. Knight, who has conducted a grain business at Lafayette, Ind., for a number of years, intends to remove to New York City, where he will engage in a general grain and commission business.

The Albert Dickinson Co. is erecting six more steel tanks on the bank of the south branch of the Chicago River. It erected three last year, which with the new ones will give it 270,000 bushels of steel storage capacity.

The Secretary of Agriculture has awarded the seed contracts for the year as follows: South Atlantic states, T. W. Wood & Sons, Richmond, Va.; southwestern states, Ullathorpe Seed Company, Memphis, Tenn.; middle western states, John A. Salzer Seed Company, La Crosse, Wis.; eastern states, W. Atlee Burpee, Philadelphia; Northwest-

ern states, L. L. May & Co., St. Paul. The bids from the Pacific Coast were late and will be considered hereafter.

G. N. Tausan has closed his elevator at Crookston, Minn., which he has been running for the past six years, and will continue his grain business elsewhere.

Geo. T. Rice recently brought suit against the Madelia Farmers' Warehouse Co. at Madelia, Minn., for \$2,900 for wheat alleged to have been stored in defendant's elevator, and which it is said defendant refused to deliver.

A gasoline engine of 10 horse power has been installed in the Farmers' Elevator at Bailey, Iowa. A roller feed mill was also put in, and the company is successfully grinding feed. Frank A. Wentworth is in charge of this department.

A report from Council Bluffs, Iowa, is to the effect that there will be considerable cattle feeding in Pottawatomie County this year. Elevator men in that and other sections ought to do a good business in the feed grinding this season.

The Lake Grain, Seed and Grocery Co. of Salt Lake City, Utah, which has been in business about four years, assigned recently to R. E. Miller. The liabilities are about \$5,000, and the assignment was caused by the difficulty of making collections.

The elevators at Burlington, Iowa, are said to be compelled to run night and day owing to an unprecedented rush of grain for Eastern markets. Electric lights have been installed in the elevators to enable them to run twenty-four hours per day.

The Morris Grain Co. has been incorporated at Morris, Ill., with a capital stock of \$15,000. The incorporators are Story Matteson, Joseph A. Wilson, Marshal B. Wilson, Joseph H. Pattison, Chas. B. Moore, W. Scott Pierce and Orville T. Wilson.

Albert Harrington recently sold his interest in the Belt Line Elevator Co. at Superior, Wis., to F. H. Peavey of Minneapolis. The Belt Line terminal houses "M" and "N" have a capacity of 2,250,000 bushels, and are now owned by Mr. Peavey and E. J. Phelps.

James Scott of Argyle, Minn., and Edwin A. James of Duluth have joined partnership and engaged in business at Duluth under the firm name of Scott & James. Mr. Scott is the owner of elevator interests in the Northwest, and Mr. James is a prominent young grain man.

The Reorganization Committee of the United Elevator Co. of St. Louis, Mo., is trying to settle on a basis of reorganization which will be agreed to by all the stockholders. It is said that the reorganization is about consummated, its chief opponent being J. B. M. Kehler, representing the East St. Louis Elevator, who thinks that they would do better if run independently.

Reports of great enterprises are current in regard to the Chicago & Great Western Railroad Company's building "a line of elevators from Kansas City to the seaboard," "controlling the grain and provision trade of the Southwest," etc. It is announced with more authenticity that the railroad company may build an elevator at Des Moines besides the one at Kansas City, and contemplates various railroad improvements.

H. A. Smith of Fessenden, N. D., writes us: "There are now four elevators and one flat house at this place. The grain buyers are all installed for the season, and all the houses are open and doing business. Receipts are fair. Two new grain buyers are here this season, H. Biseker of Austin, Minn., who will represent the Bagley Elevator Co., and myself. I was formerly of Redfield, S. D., and will act as agent for Johns & Co. here."

G. W. Van Dusen & Co. of Minneapolis have purchased from The Interstate Grain Co. of Winona 89 country elevators located mostly on the Great Western and Great Northern Railroads, and the terminal house at Minneapolis, all of which Van Dusen & Co. operated the past year under lease. The elevator in Minneapolis has a capacity of 80,000 bushels, and an annex in course of erection will have a capacity of 1,100,000 bushels. Charles E. Wenzel will continue to act as manager of the elevators, in which capacity he has served since the company was organized. W. S. Amsden and John Augustine will also remain as traveling superintendents.

The Interstate Elevator Co., whose headquarters are at Winona, Minn., recently purchased from Archer & Howe of St. Paul a line of 21 elevators on the Northwestern R. R. in South Dakota, situated immediately south of Iroquois. The company proposes to divide its business in the proportion of about half wheat and the rest coarse grains. The officers of the company are: President, Charles Horton; vice-president, W. P. Tearse; secretary, J. R. Martfield; treasurer, Robt. E. Tearse. H. R. Bartlett, who has been for a number of years with the H. J. O'Neill Grain Co., has recently associated himself with the Interstate Co. as assistant secretary.



J. E. White, hay dealer of Stuttgart, Ark., has sold his business.

Charles Martens, dealer in hay and feed at New York City, assigned recently to John C. Stein.

The best way to "work" the commission man is to give him less work to do on hay consigned to him.

A careless shipper has no business to blame the commission man because he cannot get top prices for mixed stuff.

The Union Hay Co. of Kansas City, at the head of which is R. J. House, has removed to St. Louis, where it will continue.

The English hay crop is said to be virtually a failure, while the yield is good in Scotland, and reports from Germany indicate a material reduction in the hay crop.

M. Brown & Son, grain dealers of Britt, Iowa, sustained a loss by fire August 25, their hay barn and considerable hay being destroyed. Their elevator suffered no damage.

It is said that farmers of Central Nebraska have been so successful in growing alfalfa that "the folly of maintaining inclosed meadows of native prairie hay land becomes glaringly apparent."

The Kansas City Haymaker believes so sincerely in the old adage "Make hay while the sun shines," that it follows it in precept and practice. It reprints this department verbatim without credit.

Hay shippers should observe these rules: See that the hay is thoroughly cured; that it is fully up to the grade claimed for it; mark each bale carefully and then load the car with hay of uniform quality.

Short weights are of too common occurrence. They are not only unsatisfactory; they are often disastrous to the small profits of the hay shippers. Carefulness in baling would go a long way toward remedying the evil.

The lot of the commission merchant is sometimes a hard one, for some shippers refuse to believe that No. 2 is not No. 1, and that it would be better for him if he loaded so the commission man would not have to unload his car, sort the hay and sell it on its merits.

One hundred pounds should be the maximum weight of small bales of hay. But the hay should be properly cured; if it is damp it is liable to become caked during shipment. Some prefer an 80 to 85 pound bale, and they should certainly be no lighter than that.

The "National Haymakers' Association," which recently held a convention at Paterson, N. J., has no affiliation with the National Hay Association, and its transactions do not concern the Eastern hay trade. The "Haymakers" is only an improvement on the "Improved Order of Red Men."

The Kansas City Hay Dealers' Association has appointed committees to look into car service and freight matters and see if arrangements can be made which will be more favorable for the hay men. Most of the local associations need standing committees to look after these matters.

Is cured rye hay? That is the question an Illinois farmer is trying to solve. He cut 20 acres of rye and stored it in his barn as hay, so feeding it to his stock. Moreover, he had 30 tons of it insured as hay for \$5 per ton. The rye was destroyed by fire, and the question now is whether he is entitled to insurance for the rye that he called hay. In the ordinary sense of the word cured rye used as fodder is hay, but in a commercial sense it is not hay. But if the insurance company insured it as hay it should stand the consequence.

The Hay Trade Journal says that Western prairie hay has been making its way in Eastern states during the past couple of years, and as this year's crop in the Eastern states has been short its use will be still further advanced this season. This should serve as a valuable hint to Western shippers. Prairie hay has been extensively introduced in New York and Pennsylvania markets, and on account of its feeding qualities being stronger,

richer and more nutritious, is generally preferred to Eastern grown timothy or timothy and clover mixed, for all kinds of stock.

Kansas farmers are said to have abundance of hay this season. There is an unusually large crop in Decatur County, the northwestern section of the state, many saying it was never so large as this year. Alfalfa has made a large yield, and millet has done well.

The Iowa Board of Railroad and Warehouse Commissioners decided August 21 the case of the hay shippers against the railroads, denying the petition of the shippers to place hay back in class E again. The commissioners raised the classification to D, thereby increasing the freight rates about 25 per cent., and the minimum was fixed at 20,000 pounds for 34-foot cars. Evidently to appease the shippers the minimum was lowered to 18,000 pounds. But the minimum was a secondary matter entirely; what the hay men were after, and what they insisted they must have, was a lowering of the classification and rates.

Hay men of Montreal, Quebec, are agitating the question of the government assisting the exportation of hay from the province to Great Britain by providing the machinery required in compressing it. In its compressed shape hay occupies only one-half the cubic space of ordinary baled hay. At present it costs about twice as much to ship hay from Montreal as from Boston or New York. That is why Montreal exporters recently shipped 200 carloads of Canadian mixed clover to Boston for the British market. The Montreal Trade Bulletin argues that with proper facilities for shipping hay to the English market there would be an export trade of between \$3,000,000 and \$4,000,000 annually.

A. F. Weinberger writes from Dresden to the Hay Trade Journal of hay in Germany as follows: The hay crop is of the same importance to the farming people as in the United States, and probably more so, inasmuch as live stock of every description is kept housed all the year round, except in the Alps Mountains. This requires a great deal of grass and hay to be hauled to the barns and stables, and makes the dairy business a great deal more expensive than in the United States. Passing through the country, one will meet all day long rural people, mostly females, carrying on their backs great loads of grass cut on the meadows or along the roadsides, to be fed to their darling milch cow or nanny goat. The growth of grass is luxuriant, the weather here being very favorable, as there is always plenty of rain. Germany suffers generally from an excess of moisture. Often a hay crop will be spoiled by rain. It takes several bright days to get hay sufficiently cured to be brought into the barn, and requires frequent turning over while in the swath, and as it rains nearly three days in a week hay can hardly be secured without some damage to it. It is never stacked, because it is too valuable, and farmers have enough buildings and barns to house it. At least two cuts are made in a season, and frequently three. The quality of the grass is very different from that of the native grass of our Western prairies. It is much finer, resembling somewhat such as grows in our orchards or old, run out timothy fields. It is, however, a better grass than what we term "mixed hay" in Chicago, very soft, nutritious and of great fragrantcy. German hay always feels damp, because the atmosphere is full of moisture. So it cannot be baled in such a compact bale as in America. It would be "hot hay" in 24 hours. When wanted for shipment it is bundled up and bound with a rope. Occasionally one sees on a platform car a carload of loose baled hay tightly covered with a tarpaulin. But the business of hay commission merchant is unknown, and American hay has no friends here; it is considered too hard and dry; stock is not used to it and prefers the soft, fine and tender German hay to the coarse, hard, stemmy prairie grass as we get it from the trans-Mississippi states.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending August 15 receipts of hay were 3,598 tons, against 1,998 tons the previous week; shipments 512 tons, against 406 tons for the previous week. Only a light business was transacted in timothy hay. The offerings were small and a good inquiry existed. Prices advanced \$0.50@1.00 per ton. A dull and demoralized market was experienced in Upland Prairie Hay. The arrivals were excessively large and the demand was light from all sources. Market overstocked and receivers found it almost impossible to dispose of consignments, even of the best grades. Poor and heating hay was almost unsalable. Prices declined 50 cents per ton.

During the week ending August 22 receipts were 5,034 tons; shipments 575 tons. The market for timothy hay ruled steady and firm. Arrivals only moderate and a fair local inquiry existed. Prices unchanged. No improvement for prairie hay. The

offerings were heavy and largely in excess of the demand, which was light. Receivers experienced great difficulty in disposing of the arrivals and some consignments had to be carried over from day to day. A heavy feeling prevailed and prices declined 25@50 cents per ton.

During the week ending August 29 receipts were 5,038 tons; shipments 626 tons. A dull and depressed market for both timothy and prairie hay was experienced. Arrivals were heavy and demand light for all descriptions. Local dealers were about the only buyers and they were taking hold sparingly, merely supplying necessary wants. Shippers almost entirely out of the market. Prices ruled weak and declined \$0.50@1.00 per ton.

During the week ending September 4 receipts were 4,987 tons; shipments 871 tons. The market, for both timothy and prairie hay was dull and depressed. The local demand continued light with shippers doing little or nothing. The daily arrivals were heavy, and largely in excess of the demand. Market overstocked and receivers found it impossible to keep consignments closed out, and at the close a large amount remained on the tracks unsold. Prices declined about 50 cents per ton. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$7.50@8.50; No. 2, \$7.00@7.50; not graded, \$5.00@8.50; Clover Mixed, \$4.00; Choice Prairie, \$6.50@7.25; No. 1, \$5.50@6.50; No. 2, \$4.00@5.50; No. 3, \$4.00@4.50. Rye straw sold at \$5.50@6.50, and wheat straw at \$4.00.

During the week ending September 12 receipts were 4,121 tons, shipments 967 tons. The market for timothy hay ruled very dull. Arrivals large and the demand both on local and shipping account was light. A weak feeling prevailed and prices declined about 50 cents per ton. Quite an improvement can be noted in the market for prairie hay. The receipts were only moderate, and a very fair demand existed, principally on local account. All choice grades were readily taken. Prices ruled steady early, and later advanced 50 cents per ton. Sales of Choice Timothy ranged at \$8.50@9.00; No. 1, \$8.00@8.50; No. 2, \$6.50@7.50; not graded, \$4.50@8.00; clover hay, \$3.00 for poor; Choice Prairie, \$6.50@8.00; No. 1, \$6.00@7.00; No. 2, \$5.00@5.50; No. 3, \$4.00@5.00; No. 4, \$3.50. Rye straw sold at \$4.00@6.00, and oat straw at \$3.50.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 10,599 tons, valued at \$103,423, was imported during July, against 30,306 tons, valued at \$238,662, in July, 1895; and during the seven months ending with July 149,970 tons, valued at \$1,461,778, were imported, against 145,251 tons, valued at \$1,015,117, imported in the same time of 1894-95.

Of imported hay we exported none in July, 1896 or 1895, none during the seven months ending July, and 18 tons, valued at \$140, in the seven months ending July, 1895. Of domestic hay we exported 5,503 tons, valued at \$77,142, in July, against 2,968 tons, valued at \$48,139, exported in July, 1895; and during the seven months ending July, we exported 39,627 tons, valued at \$574,162, against 25,228 tons, valued at \$372,457, exported in the same time of 1895.

MEETING OF NATIONAL HAY ASSOCIATION

The third annual convention of the National Hay Association met at St. Louis, Mo., Tuesday morning, September 8. There were about 200 hay men present from all parts of the country, and the meeting was pronounced a decided success. At 9 a. m., Vice-President W. B. Harrison introduced to the assembled members Mayor Walbridge of St. Louis, who made a speech of welcome. President Geo. S. Blakeslee then called the meeting to order.

After a short business session the convention adjourned to meet at 9 a. m. the following day. The members were then escorted to the Merchants' Exchange by a committee of the local hay men, and were given a cordial reception on 'Change. In the afternoon they took a trip up and down the Mississippi on the steamer City of Providence. Refreshments were served on the boat, and after being royally entertained on the trip they returned to the city in time to visit various places of amusement in the evening, which wound up the day's program.

On Wednesday the election of officers was held and other business transacted. The following officers were elected: President, William Hopps of Baltimore; first vice-president, Henry S. Potter of St. Louis; second vice-president, Peter Keil of Pittsburg; secretary, P. W. Pitt of Baltimore. Directors—George S. Blakeslee, Chicago; E. S. Rogers, Philadelphia; E. R. Boynton, Kansas City; A. L. Clum, Brooklyn; Frank W. Voris, Neoga, Ill.; F. T. Collins, Cincinnati; C. E. Miller, Converse, Ind.

A new constitution and by-laws were adopted which would conform to the laws of the state of New York, under which the Association is incorporated. Papers on subjects of interest to the trade were read by Willis Bullock, editor of the Hay Trade Journal of Canajoharie, N. Y., and Wm. J. Salter of Cleveland, Ohio. Secretary Pitt also read a paper on "Inspection of Hay."

tion," prepared by W. N. Clemenshaw of Brooklyn, N. Y.

In the afternoon the new officers were installed and the meeting was given over to a discussion of subjects of interest to the trade. Freight rates, commission and the evil practice of careless weighing in certain markets came in for consideration.

An Ohio shipper asked the Association to recommend that receivers of hay file weights of each bale or car received for the benefit of the shipper. He said that he was constantly receiving claims for loss in weight and as he had no data in the way of weight certificates he could not determine whether the claims were right or not. As it was outside the jurisdiction of the Association it was decided not to interfere in the matter, but the shipper was advised as to how he could regulate it himself.

At the close of the discussion the convention chose Pittsburg, Pa., as the place for holding the next annual meeting, and after thanking St. Louis for its hospitality by a rising vote, the convention adjourned, at 5 p. m.

William Hopps of Baltimore, the Association's new president, is 50 years old. He was one of the founders of the National Hay Association, and has been one of the most active and useful members. Mr. Hopps has been identified with the hay and grain trade for 28 years, and is one of the leading merchants of Baltimore.

The election of Henry S. Potter of St. Louis to the first vice-presidency is said to have been received with great favor in the commercial circles of that city. He is president of the St. Louis Hay Exchange, a director in several banks, a director of the United Elevator Company and withal a public-spirited and highly esteemed citizen.

Secretary P. W. Pitt of Baltimore has held his office ever since the National Hay Association was organized, and although he attempted to decline the office for another year the Association was so well pleased with his work that the members refused to accept his declination and reelected him by acclamation.

Items from Abroad

Argentine shipments of wheat from January 1 to July 9 amounted to 2,073,500 quarters (of 480 pounds each), against 4,260,500 quarters during the same time of 1895, and 55,300,000 quarters in the same time in 1894.

The Ministry of Agriculture of Italy estimates the barley crop of that country at 1,000,000 quarters (of 400 pounds each), against 900,000 quarters in 1895; the yield of oats is given as 2,700,000 quarters (of 304 pounds each), against 2,300,000 quarters in 1895.

Sweden imported during July, according to official returns, 50,000 quarters (of 480 pounds each) of wheat, and 8,000 sacks of flour. The import of the two articles in the season ending July was 620,000 quarters, against 830,000 quarters in the corresponding period last season.

Holland imported during July 532,000 quarters (of 480 pounds each) of wheat, and 104,000 sacks of flour, exporting 433,000 quarters of wheat, and 7,000 sacks of flour. The net import of the two articles in the season ending July was 2,230,000 quarters, against 2,030,000 quarters in 1894-95.

According to Amsterdam advices wheat in the Netherlands has given the best results for some years past, both as to yield and heavy natural weight. Rye has also proved a successful crop, but barley has rather deceived expectations, having only yielded two-thirds of what it promised.

France imported during July 36,500 quarters (of 480 pounds each) of wheat, and 9,500 sacks of flour, exporting no wheat, and 13,500 sacks of flour. The imports of wheat, flour estimated as wheat, for the season ending July 31 were: In 1895-96, 1,334,000 quarters; 1894-95, 2,670,000 quarters; 1891-92, 14,149,000 quarters; 1890-91, 5,708,000 quarters.

Russian and Black Sea exports, from August 1 to August 21 were: Wheat, 617,000 quarters (of 480 pounds each), against 1,235,000 quarters in the same time of the previous season. Exports of corn from Nov. 1, 1895, to August 21, 2,539,000 quarters (of 480 pounds each), against 3,764,000 quarters in the same time of the previous season. Exports of barley from August 1 to 21, 277,000, against 537,000 quarters (of 400 pounds each) in the same time of the previous season.

The Erie and the New York, New Haven & Hartford Railroads have announced that they will not obey the order of the Board of Managers of the Joint Traffic Association with regard to the minimum weight of carload lots. The board decreed that where a road had not cars of sufficient capacity to accommodate shipments of the minimum carload weight two cars might be used and charged for as though for one large one. The protesting roads do not like that way of doing business, and believe that it should not be allowed.

WATERWAYS

On September 8 charters were closed at Duluth for upward of 1,500,000 bushels of grain, mostly wheat.

Grain is being received at Pekin, Ill., by water, an incident which reminds old settlers of water traffic years ago.

The Buffalo harbor is being dredged and improved so as to be ready for the 20-foot channel to be opened next year.

It is reported that all the ocean room has been engaged for grain until October 1, and some to October 15.

The British steamer Alberta recently sailed from the port of New Orleans with a cargo of 268,874 bushels of corn in bulk and sacks, breaking the record in grain shipments.

The steamer Montague went on Charity Shoal, near Kingston, Ont., recently. She was loaded with grain, of which 15,000 bushels were jettisoned, 40,000 bushels were water-soaked and 7,000 bushels were saved dry.

The steamer Queen City eclipsed her previous record-breaking cargo of 205,000 bushels of corn, by sailing from South Chicago August 18 with 207,000 bushels of corn, drawing 16 feet 3 inches forward and 17 feet 1 inch aft.

A committee of the Canadian Parliament has reported favorably on the application of the St. Clair and Erie Ship Canal Co. to revive its incorporation and extend the time of completing the work it began some time ago of constructing a canal connecting lakes St. Clair and Erie.

The Buffalo canal men seem to be in earnest this time about having an elevator of their own. They are taking subscriptions for the establishment of a house with which they hope to compel the elevator pool to adopt something like reasonable rates. This is a good scheme and should win.

It is reported that in the latter part of August the ports of Galveston and New Orleans became glutted with grain, and with space taken in advance trouble is being experienced in shipping it. It is said that at New Orleans vessels have already been chartered for the October and November trade.

During the crop year ending August 31 Superior and Duluth show an unprecedented record of grain handled. The total receipts were 72,670,008 bushels, against 36,658,085 bushels received in the season of 1894-95; shipments 67,621,683 bushels, against 28,392,940 bushels shipped in the season of 1894-95.

Another vessel which will take its place among the large craft on the lakes has been launched at Bay City, Mich. It was built for J. D. Rockefeller and will carry grain and ore from the head of the lakes, its estimated capacity being 4,000 gross tons on 14 feet 6 inches draft. It was christened James Nasmyth.

Montreal grain exporters have a great deal to bear, and their latest complaint is of a more than usually serious condition. All vessel room has been engaged to October, the companies having sold their space in advance to Chicago speculators. The shippers contend that they were not given the option of taking the space or any part of it before it was sold, and that the present state of affairs will seriously interfere with the grain export trade.

The report of traffic on the Sault Canals during August shows a total of 2,512,835 tons, against 2,481,736 tons for August, 1895; the total traffic for the season to September 1 being 10,708,126 tons, against 8,858,148 tons, for the same time in 1895. Grain shipments on the United States canal amounted to 7,219,864 bushels, against 2,712,137 bushels for August, 1895; on the Canadian canal 2,884,454 bushels in August. Flour on the United States canal 1,063,306 barrels, against 1,135,785 barrels; on the Canadian canal 217,276 barrels.

The steamer Gladstone, which left for Buffalo recently with a cargo of grain, was nearly three days coming down the river from Armour's elevator "C," above Halsted street, Chicago. Although not a particularly large vessel, the Gladstone was one of the deepest laden boats that ever left the harbor. Tugs were working on her almost incessantly from Saturday night until Sunday afternoon, and she was pulled down the river by sheer strength, as she drew more than 17 feet of water. The worst place reached was the Washington street tunnel, where the tugs worked for an hour to get the vessel across.

All lake harbors are not as bad as the Chicago River—in fact, few of them are; but it is a fact that harbor improvements are not keeping pace with the increase in the tonnage of lake vessels. An instance in point is seen in the Maricopa at Buffalo, with a big load of grain recently. She had to be taken out into the lake twice and return to finish unloading. Another is the steamer Oglebay in the Chi-

cago River, the largest ever entering the river, having to take a short cargo of 140,000 bushels of corn on account of shallow water over the Washington street tunnel. The big vessels that have been floated this season cannot navigate the Chicago River.

The grain shippers of South Chicago have practically secured the establishment of a lower rate than on grain from the Chicago River. Several charters have been made from South Chicago elevators at one-eighth of a cent under Chicago River rates. The direct cause of establishing lower rates at South Chicago has been the throwing of so many big carriers into the grain trade, which could not get into Chicago River and go to any of the active elevators. These boats could load only at South Chicago, and their owners have been forced to take less than Chicago rates, while medium-sized boats were sometimes loaded at the same elevators on the Calumet at the full Chicago rate. Of late the big ones have been numerous enough to establish the lower rates from the Calumet, notwithstanding the sturdy efforts of vesselmen and the elevator interests on the Chicago River to prevent it.

The canal statistician of Rochester, N. Y., claims that "the present season has been the most prosperous the canals have had in late years, and that this year the shipments of wheat by canal from Buffalo to New York will surpass those of 1891, when 94¼ per cent. of all the wheat arriving in New York by all routes was via the canal. Last year the boatmen were so discouraged by the excessive competition and the depressing outlook that many boats made but one trip through the canal and hundreds tied up early in the season. This year it is said that every available boat has been pressed into service, and all are making their trips as rapidly as possible. Old boats have been repaired, painted and refitted, and the closing of the canal this winter will witness the end of a season of navigation unprecedented in late years." We trust the statistician's claims are sustained by facts.

A couple of Ontario merchants recently wrote to the Marine Record asking whether grain and flour could be shipped by water from St. Paul or Minneapolis without change to New Orleans, and asking what rates were on wheat, corn and flour from and to those places. The reply was as follows: Mississippi River commerce is, as a rule, divided into two parts, St. Louis being the terminal. Few, if any, New Orleans boats go above St. Louis, and none trade to the Twin Cities. There is a movement to make New Orleans more of an ocean port than it has been, but there can hardly be any competition between the lake route to the seaboard and the river and Gulf route, as the former route has such an advantage, in point both of distance and transportation and handling facilities. The rail rate on flour from St. Paul to New Orleans is 30 cents per hundredweight. No rates are made on wheat or corn.

In referring to the sailing from New Orleans of the steamer Alberta with 268,874 bushels of corn, the Waterways Journals of St. Louis says: "When all the arrangements are completed for improving the Mississippi between this city and New Orleans, and loaded barges can float unimpeded by bars, there will be many large cargoes of grain shipped down the river and across the ocean to Europe. A good stage of water, say 9 feet, between St. Louis and New Orleans during all the time the river is open to navigation, will make the Mississippi River the greatest grain route in the world. This city is the natural depot for storing the cereals that can be raised in vast quantities in the remarkably rich section of country that surrounds it on all sides. Then what is needed is cheap transportation to the seaboard, where vessels can convey the products of the farmers to the markets of the old world."

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

- F. S. Greene, Gridley, Ill.
- J. S. Leas, of The Barnard & Leas Mfg. Co., Moline, Ill.
- J. W. Perrine, representing Aug. Heine, Silver Creek, N. Y.
- B. F. Ryer, secretary of the Huntley Mfg. Co., Silver Creek, N. Y.
- J. L. Wheeler, representing The Howes Grain Cleaner Co., Silver Creek, N. Y.
- H. Hamper, Greenville, Mich., representing The S. Howes Co., Silver Creek, N. Y.
- J. F. Payne, Indianapolis, Ind., representing The Edw. P. Allis Co., Milwaukee, Wis.
- J. W. Vaughan, Dubuque, Iowa, representing The Edw. P. Allis Co., Milwaukee, Wis.

The word new in the inspection of oats at Chicago was dropped August 15.

Add your name to the list of those in favor of organizing a National Association of Grain Dealers.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

OHIO, Dayton, Montgomery Co., Aug. 25.—Around here the wheat crop was a total failure. **JOSEPH THANNHEIMER**.

INDIANA, Loogootee, Martin Co., Sept. 3.—The wheat crop here is light and the grain is very poor in quality. **JOHN H. WRIGHT**.

NORTH DAKOTA, Grand Forks, Grand Forks Co., Sept. 5.—The new wheat in this section is more or less shrunken and is strong in gluten.

VIRGINIA, Salem, Roanoke Co., Sept. 2.—The wheat crop in this vicinity is short. It has been damaged to some extent. **H. DE W. SHANK**.

COLORADO, Meeker, Rio Blanco Co., Sept. 3.—The wheat crop in this section has not been harvested yet. We think it will be about the same as last year's in all respects. **MEEKER MILLING CO.**

OHIO, Strongsville, Cuyahoga Co., Sept. 4.—The wheat of this section is of very poor quality this year, much of it being shrunken and sprouted. For the first time in many years it will be necessary to ship in grain. **WILLIAM ROY**.

COLORADO, Wray, Yuma Co., Sept. 6.—Spring wheat is raised here exclusively. The yield of the new crop was not large, but it was of good quality and made an average good crop. Corn was damaged somewhat by drouth. Oats are medium in quality and quantity. **J. R. McATEE**.

ILLINOIS, Morrisonville, Christian Co., Aug. 31.—The corn crop in this section is fine. Wheat is not being marketed very briskly. There seems to be a good deal of plowing done, and indications point to more wheat being sowed this fall than last year. Chinch bugs have almost disappeared from this vicinity. **R. E. WARDHAUGH**.

MINNESOTA, Stephen, Marshall Co., Sept. 1.—The condition of spring wheat is poor, heavy rains, rust and worms having greatly damaged the crop. The wheat harvest is beginning, but it will take some time before it is completed owing to the lateness of the season. We will not have any more wheat in this county than will be needed by the mills and for seed. **W. B. BUSHING**.

SELLING WHEAT.—The Chicago Trade Bulletin recently sent this inquiry to points in winter wheat sections: Are farmers selling their new wheat? The replies received were from 17 states, 139 being yes, 67 no. Ohio reported 10 yes, 14 no; Michigan 15 yes, 2 no; Indiana 14 yes, 7 no; Illinois 16 yes, 6 no; Missouri 13 yes, 4 no; Kansas 22 yes, 6 no; Iowa 4 yes, 4 no; Nebraska 8 yes, 3 no.

IOWA, Guttenberg, Clayton Co., Sept. 10.—Owing to chinch bugs and rust the wheat crop was not what it promised to be; besides, the big yields of recent years made farmers careless in stacking, so that quite an amount of small grain was damaged by rain. The best of this year's wheat will not grade better than No. 3. There are no stocks in store here to any amount. Oats especially were damaged by rust and careless stacking; the grain being light the yield did not come up to estimates and expectations. Corn is looking splendid, and another fortnight will bring it out of danger of frost. Barley is mostly dark in color. **HERMANN IHM**.

CLOVER SEED, Toledo, O.—We have received 1,200 reports, covering Ohio, Indiana, Illinois and Michigan on clover seed. They are not as complete as we expected. Most of our correspondents are not interested in that crop. We merely give a general idea in those states which are the most important, but not the only clover seed producers. Outlook now is that both clover seed crops will be about two-thirds of a full one. Mammoth will be a trifle less, while medium will be a trifle more. Illinois shows the best on both. Quality will be nearly an average. Indiana has the worst, Illinois fair, and Michigan promises the best; 231 say it will be mostly prime; 143 partly prime; 285 mostly second quality, and 117 rejected. Fully half say the farmers will sell freely early. Some report no surplus. **C. A. KING**.

MANITOBA WHEAT FREE FROM SMUT.—It is very gratifying to note that the crops this year are free from smut. All crop reports so far agree that the Manitoba wheat crop will be wonderfully free from smut. It will probably be the cleanest crop ever produced in this respect. Last year smut was very prevalent in wheat, about 19 per cent. of the crop having graded "rejected," according to the returns of the official grain inspector at Winnipeg, on account of smut. A great deal of talk has been heard about frost damage, but one year with another the damage from smut has been greater than the loss from frost, and what is most regrettable about this is, that smut is preventable, while frost is not. Last year, only about 11 per cent. of the Winnipeg inspection returns represented frosted

wheat. The absence of smut this year is an indication that the farmers used extra care in treating their seed wheat with sulphate of copper before sowing last spring.

NORTH DAKOTA, Fessenden, Wells Co., Sept. 10.—The yield of wheat in this district is only fair. A fair average would be 13½ bushels per acre, flax 11 bushels per acre. Most of the thrashing in this locality is finished. Receipts are fair. **H. A. SMITH**.

NORTH DAKOTA, Butteville, Ransom Co., Sept. 12.—The wheat yield for this county is 31,015 bushels, averaging 7 bushels per acre. It is mostly No. 1 and No. 2 Northern. Oats average 30 bushels per acre; grade No. 2 and No. 3. Barley average 25 bushels per acre. Flax average 10 to 10½ bushels per acre; grade No. 1. Corn average 20 bushels per acre; sound in quality. Potatoes average 150 bushels per acre; quality very choice. The crop of prairie grass is very heavy. There is a little old grain in this county. Farmers are shipping the new grain about as fast as it is thrashed. A report from Tower City, Cass Co., says: The local grain yield, so far as thrashed, is ranging all the way from 3 to 16 bushels per acre, with a probable average of not to exceed 8 bushels. **D. H. BUTTZ**.

THE MANITOBA CROP.—The August crop bulletin of the Manitoba department of agriculture bears out what has already been reported regarding wheat sown on stubble land without plowing, namely, that it is a failure in most cases. After throwing out 50 per cent. of the area sown on stubble as worthless, the average yield of wheat for the province is placed at 18.57 bushels per acre, making a total of 18,565,198 bushels. The August estimate last year was 25.5 bushels per acre, and a total of 29,139,815 bushels. The deduction of 50 per cent. of the wheat sown on stubble from the total area makes the wheat area for 1896 less than in any of the three previous years, but greater than in 1892. The wheat area in 1892 was in round figures 876,000 acres, 1,000,000 acres in 1893 and 1894, and 1,140,276 in 1895. The area for 1896, after the deduction noted, is 999,598. The total aggregate yield of wheat is greater than in any previous year except two, these being 1891 and 1895, when the final estimate was 23,191,000 bushels and 31,775,000 bushels respectively. The total yield of oats, placed at 16,633,000 bushels, is greater than in any previous year, except 1895, when it was 22,555,000 bushels. In 1891, the next heaviest year, it was 14,762,000. The total crop of barley, estimated at 3,696,460 bushels, is greater than in any previous year, except 1895, when it was 5,645,000 bushels. In 1891, the next heaviest year, it was 3,200,000 bushels. Flax shows the greatest falling off, owing to the reduced area. The yield is placed at 14.2 bushels per acre, making a total of 288,615 bushels, as compared with about 1,250,000 bushels last year. One of the most gratifying features of the report is the large area of land prepared for wheat next year. New breaking and summer fallow, 444,320 acres, compared with 307,025 acres last year. This area represents land already prepared for wheat next spring, indicating that the crop area next year will be the largest in the history of Manitoba.

GOVERNMENT CROP REPORT.—The September report of the Statistician of the Department of Agriculture shows a decline in the condition of corn from the August statement of five points, or from 96 per cent. in August to 91 in September. The averages in the principal corn-growing states are: Kentucky, 93; Ohio, 104; Michigan, 104; Indiana, 106; Illinois, 100; Iowa, 103; Missouri, 85; Kansas, 89; Nebraska, 103. Although there has been a falling off in condition in some states particularly in Kansas and Nebraska, the crop this year promises to be a large one. Nearly all the great Central States report a high condition, though with many local reports of drouth, flooding, rains, insects, or along the northern border, early frosts. Kentucky and Missouri report considerable injury by dry weather, and this impairment is shown in all the states to the South, increasing toward the gulf. The later crop has fared worse in most states. The Pacific Slope sends favorable reports. The general condition of wheat, considering both winter and spring varieties, when harvested was 74.6, against 75.4 in 1895, and 83.7 in 1894. The reported conditions for the principal wheat states are as follows: Ohio, 52; Michigan 75; Indiana, 66; Illinois, 77; Wisconsin, 70; Minnesota, 80; Iowa, 84; Missouri, 75; Kansas, 70; Nebraska, 77; South Dakota, 76; North Dakota, 61; California, 100; Oregon, 80; Washington, 75. East of the Rocky Mountains complaints of both quality and quantity of the wheat crop are almost universal, the causes alleged being winter killing, due to deficient snow covering; stunted growth, due to early drouth; insect attacks, rust, and especially the heavy rains following harvest, from which a large per cent. of the grain sprouted and rotted in the shock. A few scattered counties are excepted. The early thrashed grain in some states escaped injury, and the spring wheat fared generally better than winter wheat. The Pacific Slope suffered somewhat, chiefly from dry weather shrinking the grain, but not so generally as the Central and Eastern

states. The European agent of the department reports a general reduction from earlier estimates of the wheat crop, owing to unfavorable weather, which was particularly bad at harvest time in Central Europe, though fairly good westward. The quality of grain is reported high. Oats and barley will be short. The crop in the southern peninsula is looking well. The condition of oats when harvested was 74 per cent., against 77.3 in August; rye, 82; barley, 83.1; buckwheat, 93.2; potatoes, 83.3, against 90.8 per cent. last year.

CORN IN KANSAS.—The Kansas State Board of Agriculture, September 7, issued the following statement of the condition of corn as returned by its correspondents for August 31, and also their present judgment, before husking has begun as to the probable yield. The figures given apply to 88 counties, and do not include 17 of those in the southwest, where the total area planted is but 28,299 acres, where the condition August 1 was less than 53, and where the entire product for each of the three years past has averaged less than 200,000 bushels. In the 88 counties the total of the yield of marketable corn as now estimated by the correspondents is 224,845,000 bushels, being 23,387,000 bushels, or 11.6 per cent. more than the total crop of 1895. The average number of bushels per acre on the area planted in the 88 counties is 28½. A trifle less than 85 per cent. of the yield stated is in 48 counties, with 2,000,000 bushels or more in each, their total product being 190,106,958 bushels. The average yield per acre in these counties ranges from 19 bushels in Osborne to 48 in Doniphan, and their total product, leading with Jewell, which has 9,963,480 bushels, is, in Marshall, 8,593,231; Nemaha, 8,379,797; Washington, 8,270,749; Brown, 6,716,782; Sedgwick, 6,674,464; Republic, 5,881,847; Reno, 5,678,448; Clay, 5,520,813; Smith, 5,505,766; Pottawatomie, 5,364,440; Cloud, 5,114,736; Jackson, 4,836,672; Butler, 4,775,550; Sumner, 4,505,124; Greenwood, 4,151,910; Mitchell, 3,975,642; Cowley, 3,949,184; Doniphan, 3,675,696; Jefferson, 3,636,832; Phillips, 3,614,712; McPherson, 3,500,520; Riley, 3,386,097; Atchison, 3,216,681; Osage, 3,176,530; Douglas, 3,091,452; Miami, 3,084,625; Lyon, 3,082,025; Wilson, 2,989,455; Marion, 2,918,474; Dickinson, 2,846,340; Wabunsee, 2,821,380; Franklin, 2,787,090; Shawnee, 2,628,638; Leavenworth, 2,537,793; Coffey, 2,511,192; Allen, 2,503,994; Osborne, 2,422,329; Neosho, 2,374,290; Harvey, 2,345,436; Johnson, 2,301,915; Elk, 2,154,570; Kingman, 2,146,340; Ottawa, 2,133,136; Linn, 2,088,040; Harper, 2,075,892; Morris, 2,059,624, and Cherokee, 2,029,222. The 19 counties having an average yield of 35 or more bushels per acre are: Atchison, 39; Brown, 46; Chautauqua, 35; Clay, 43; Cloud, 36; Doniphan, 48; Douglas, 39; Greenwood, 35; Jackson, 36; Jewell, 40; Johnson, 35; Leavenworth, 37; Marshall, 41; Nemaha, 43; Pottawatomie, 40; Riley, 39; Washington, 43; Wilson, 35; and Wyandotte, 41. It should be understood that these figures as to yields represent but preliminary estimates, and that only the figures obtained when most of the husking has been done will be applied finally to the acreage returned by assessors. A decrease in condition during August is noticeable in nearly all the counties, due to extremely drying winds and lack of rain, making the average of the state 79, a loss of 18 points from the very excellent showing made one month ago, when 40 counties reported 100 or above, as against the 11 for this month, which are Washington, 111; Nemaha, 110; Doniphan, 109; Brown, 108; Clay, 108; Johnson, 108; Pottawatomie, 108; Marshall, 103; Greenwood, 102; Leavenworth, 102, and Chautauqua, 101. The quantity of old corn on hand in March as found by assessors was 57,627,421; one year before it was 14,434,250 bushels.

16 TO 1.

Sixteen "bears" to one "bull." Just count 'em and see. This is just about how that crowd at Chicago stands all the time, and when the outside do



nothing, the one "bull" has a tough time of it. Some day we hope to be able to give you a picture just the reverse of the above—16 bulls to 1 bear, but when that day will be, we don't know.—Zahn's Circular.

Fires - Casualties

John S. Norsman, a grain dealer of Madison, Wis., was drowned recently in Lake Monona.

Lightning recently struck the C. & G. W. elevator at Melbourne, Iowa, causing slight damage.

The property of the California Distilling Co. at New York City was destroyed by fire recently.

The Farmers' Hay Co. of Hollister, Cal., dealer in hay and grain, sustained a loss by fire recently.

J. Falconer & Son, dealers in grain and livestock at Belleville, Kan., recently lost their elevator by fire.

J. C. Kingbury & Co.'s elevator at Secor, Ill., was struck by lightning August 22 and sustained slight damage.

The Ashland Flax Mill at Ashland, Ohio, was recently destroyed by fire, the loss being \$5,000. It was insured.

The Parker City Milling Co.'s warehouse at Parker City, Ind., was burned August 31. Total loss \$3,500; insurance \$400.

W. T. Pierce, while working about his elevator at Gifford, Ill., recently fell into the conveyor and both feet were badly crushed.

R. W. Latham's elevator at Barnett, Ill., was destroyed by fire on the night of August 21. The loss was \$5,500; insurance \$2,500.

Sparling & Shell, grain dealers of Golden City, Mo., recently sustained a loss by fire amounting to \$3,000. There was insurance of \$2,500.

J. P. Wallinger & Co.'s elevator and feed mill at Crookston, Minn., were destroyed by fire recently, causing a loss of \$8,000.

F. Rose & Co., wholesale starch merchants of New York City, recently sustained a loss by fire, which was partially covered by insurance.

The Hutchinson elevator at Harmon, Ill., was recently struck by lightning for the second time, the damage being only slight in both instances.

Lightning recently struck The Omaha Elevator Co.'s elevator at Shelby, Neb., but did no further damage than tearing a big hole in the Texas.

Otto Totge's barn at Wheeling, Minn., was destroyed by fire September 3, together with 90 tons of hay and 600 bushels of oats. Loss \$1,800.

H. A. Van Epps' warehouse and flour mill at New London, Ohio, were destroyed by fire September 7, entailing a loss of \$20,000; insurance \$5,000.

The grain warehouse at Harrisburg, Pa., belonging to John Hutton and occupied by Lewis Myers, was burned August 31, together with considerable grain.

Harry Lamb's granary at Broadlands, Ill., containing 4,000 bushels of corn, was struck by lightning and destroyed by fire August 18. He carried no insurance.

Fickle & Riley's elevator at West Ridge, Ill., was destroyed by fire September 9, together with 10,000 bushels of oats and corn. The loss is estimated at \$8,000; insurance \$5,000.

John Monohan's barns at Charlotte, Iowa, were destroyed by fire August 21, together with 100 tons of hay and 2,000 bushels of oats. The loss was \$4,000; partially insured.

An elevator at Cobden, Minn., burned September 3, together with 3,000 bushels of wheat and 100 tons of coal. Loss \$5,000; insurance \$2,500. The fire was of incendiary origin.

Clinton G. Heyd's warehouse at Camp Hill, Pa., was struck by lightning and burned August 16, a quantity of wheat, corn, flour, etc., being destroyed. Loss \$3,000; partially insured.

John Schaack's granary and barn at Douglass, Minn., were destroyed by fire August 29, together with a quantity of grain and 200 tons of hay. The fire caught from a thrashing machine engine.

The granary, barns, etc., on Herman Yaeker's farm at Wayside, Wis., were destroyed by fire August 28, together with 2,000 bushels of grain and considerable hay. Total loss \$10,000; small insurance.

John Sweitzer's barns at Cobden, Ill., 1,000 bushels of wheat, feed, etc., were destroyed by fire September 3. There was insurance of \$5,700. Incendiary is said to have been the cause of the fire.

Curtis Smith, one of a number of boys who were playing about L. S. Chittenden's elevator at Tecumseh, Neb., September 3, was killed while trying to ride on the elevating wagon dump. Charles Emmons, who was in charge of the elevator, had warned the boys of the danger of catching onto the platform, and ordered them away from the elevator.

The Smith boy ran up stairs to get on the platform and his head was crushed between the opening in the floor and the platform, and he died in about an hour. No blame was attached to Mr. Emmons.

A large grain transfer car standing on the Ft. Wayne tracks at Forty-seventh street and Stewart avenue, Chicago, was burned on the night of September 7, the fire being caused by sparks from an engine. The loss was \$6,000.

Geo. W. Rankert's warehouse at Lyons, N. Y., containing 1,300 bushels of beans, 75 tons of baled hay and 500 tons of dried fruit, was burned August 16. Loss \$2,500 on the building and \$3,000 on contents. The fire is attributed to tramps.

Charles Baker was suffocated in a grain bin in the International Elevator at Buffalo, August 22, being the sixth man to meet his death in that manner. The foreman had warned Baker to be careful when he entered the bin to shovel grain.

E. Walker & Son's elevator at Assumption, Ill., was destroyed by fire September 10, entailing a loss on the building of \$7,000, partially insured; on grain \$3,500; insurance \$2,000. The building belonged to H. N. Schuyler of Pana, Ill.

Grain elevator "B" at the foot of Van Brunt street, Brooklyn, N. Y., which belonged to the Beard estate, was destroyed by fire August 18, entailing a loss of \$45,000; insured for \$40,000. The loss on the building was \$15,000, on machinery \$30,000.

Jones & Russell's elevator at Chrisman, Ill., was destroyed by fire August 25, together with considerable grain in store and four loaded cars on the elevator switch. The origin of the fire is unknown. The loss is estimated at \$2,500; insurance \$1,500.

Dernham & Kaufman's grain warehouse at Moscow, Idaho, was recently burned, together with 58,000 sacks of grain. The loss was covered by insurance, and Dernham & Kaufman are continuing their business. It is suspected that incendiaries set the fire.

Frank Wray, a broker on the Chicago Board of Trade, and a member of the firm of Lamson Bros. & Co., was found dead in bed at his home September 9, where he had been asphyxiated. Mr. Wray was 31 years old, and had been with Lamson Bros. 12 years.

L. C. Fleming's elevator at Sullivan, Ill., which was destroyed by fire recently, was operated by The Sullivan Grain Co., who lost 2,000 bushels of grain, which was insured for \$500. There was \$3,000 insurance on the elevator. The origin of the fire is unknown.

The Ann Arbor R. R. Co.'s elevator at Ithaca, Mich., which was operated by A. S. Barber & Co., sustained damage by fire recently amounting to \$5,000, which was covered by insurance. Barber & Co.'s loss on the grain, mostly by water, was \$2,000; insurance \$1,500.

Anderson & Shaffer's elevator at Hamilton, Ohio, was destroyed by fire September 2, together with 4,000 bushels of wheat, 9,000 bushels of corn, 2,000 bushels of oats, and some flaxseed and barley. The loss is estimated at \$15,000; insurance \$12,000. The elevator will be rebuilt at once.

Gardner & Lundberg's grain warehouse and The Great Western Elevator Co.'s new elevator at Forest City, Iowa, were destroyed by fire on the night of August 13. Gardner & Lundberg's loss was \$3,000, insurance \$1,000; The Great Western Elevator Co.'s loss on the elevator and 30,000 bushels of wheat is said to be covered by insurance. Incendiary is suspected.

Pate & Norton's elevator at Wellington, Ill., was destroyed by fire at 8 p. m., September 10, together with 12,000 bushels of corn, 7,000 bushels of oats, 2,000 bushels of rye, and 200 bushels of timothy seed. The fire was due to the explosion of an oil tank on a freight train. The value of the elevator property is estimated at \$8,000, with an insurance of \$4,500 on the building and \$2,500 on the grain.

Jacob Pfeminger Jr., 14 years of age, was smothered to death in a grain bin in Schacht's elevator at Pocahontas, Mo., August 18, adding another victim to accidents which are getting too common lately. The boy had crawled into a wheat bin, where he either fell asleep or fainted from the heat. His presence was not known and when wheat was drawn off he was sucked under the grain and smothered to death.

Ferris Kauffman, the 10-year-old son of A. J. Kauffman, of the grain firm of Bowman & Kauffman, Mount Pleasant, Iowa, was suffocated recently while playing in a corn bin in the elevator. The boy was playing on top of the grain when a workman, unaware of his presence, opened the chute at the bottom and began to draw out the corn. The boy was immediately sucked under and was smothered to death before help could reach him. One of his feet and legs stopped up the hole at the bottom of the bin and several hundred bushels of corn was over him. Holes were quickly cut in the bin, but

when the body was recovered life was extinct. Such a death is a horrible thing, but these accidents will occur so long as children are allowed in elevators.

Rutledge & Buck's elevator at Le Roy, Ill., which was leased by Wilson & Myrick of Indianapolis, was destroyed by fire August 20, together with 10,000 bushels of oats and 6,000 bushels of corn, causing a loss of \$14,000. The insurance on the grain, stored by different parties, was as follows: Wilson & Myrick, \$2,000; D. & D. T. Crumbaugh, \$100; John Sigler, \$500. Rutledge & Buck carried insurance of \$6,000 on the building.

PERSONAL

John Belk has taken charge of G. W. Van Dusen's elevator at Henry, S. D.

H. M. Hanson of Milan, Minn., has accepted a position with The Victoria Elevator Co.

H. A. Kloostad of Milan, Minn., has taken a position with The Dakota & Minnesota Elevator Co.

Louis Schraeder has taken the position of assistant grain buyer for J. E. Carlon at Emery, S. D.

Wm. T. Baker, President of the Chicago Board of Trade, has returned home from a four months' trip abroad.

Wm. A. Gunn is in charge of W. H. Stokes' elevator at Henry, S. D., and is assisted by his brother, John Gunn.

Geo. H. Eddy, formerly of Raymond, has taken charge of the Northwestern Elevator Co.'s business at Lynd, Minn.

H. W. Fitch of Englewood, Ill., an expert grain man, has accepted a position with Armour & Co. of Chicago as private grain inspector.

C. G. Stock has been appointed agent of the Northwestern Elevator Co. at Marshall, Minn., where he has charge of the company's warehouse.

C. L. Morris has again taken the management of May & Senders' grain warehouses at Harrisburg, Ore., and is busily engaged in receiving new grain.

George Barwise, formerly agent of the Millers' Wheat Buyers' Union at Minneapolis, has taken his old position of secretary of the Minneapolis Union Elevator Co.

John Shelley has retired from the management of the Duluth branch of G. S. Barnes & Co., grain merchants of Minneapolis, and has been succeeded by G. S. Barnes Jr.

L. G. Fisher has retired from the secretaryship of the Minneapolis Union Elevator Co. to take the position, in which he formerly served, of cashier of the Minneapolis Northern Elevator Co.

Moritz is the name of a new station on the Chicago & Northwestern Road in South Dakota, and it received its name in honor of A. G. Moritz of The Winona & Dakota Grain Co. of Winona, Minn.

Hon. David R. Francis, at one time president of the St. Louis Merchants' Exchange and an active and well-known member of the grain trade, has been appointed a member of the President's cabinet, having been given the portfolio of Secretary of the Interior. Mr. Francis was at one time Mayor of St. Louis and also governor of Missouri.

John B. Daish, of the firm of S. S. Daish & Son, grain and coal merchants of Washington, D. C., recently returned home from a five weeks' business trip through France and England. Mr. Daish proved himself a keen observer while on his trip, as evidenced by a long and interesting interview published in the Washington Times, in which he discussed the state of feeling in both those countries regarding the financial question and the possibility of Americans repudiating their debts.

The trial of J. N. Galloway of Superior, Wis., who was arrested some time ago charged with defrauding farmers who consigned grain to him, has been deferred till late in the fall. The farmers, most of whom are located in the vicinity of St. Hilaire, Minn., are busy with their harvesting work, and doubtless think a bird in the hand is worth two in the bush.

The "Cheap Jacks" of Chicago have made that market the cheapest one in the world for the purpose of repeating the old periodical game of "shake out." When the September holders of wheat are all disposed of and speculators keep out of harm's way by dear bought experience, the "bears" who control will still have a free hand to repeat with the December contracts what they have so ably accomplished with the September ones, get them back at a good profit. When that is done and they own all the wheat they will, perhaps, have caught some of the late disgusted bulls short of it, as happened in May, 1895, then look out for squalls.—New York Produce Exchange Reporter.

Court Decisions

Fire—Negligence of Railroad Company.

According to the Drovers' Journal the United States Supreme Court has decided in the case of Eddy vs. Lafayette that it is proper for a court to charge a jury that evidence that a railroad company allowed combustible materials to accumulate on its tracks and right of way, which were liable to take fire from the sparks escaping from its locomotives and communicate to adjacent property, is sufficient to warrant the imputation of negligence to the company.

Constitutional Law—Warehouses.

The Supreme Court of Minnesota lately held constitutional chapter 64, sections 7,724-7,729, General Statutes of 1894, entitled "An act providing for the erection of public grain warehouses and grain elevators on or near the right of way of railways, and providing for condemnation proceedings in connection therewith," and decided that this statute authorizes a party who has erected a public elevator and is operating it on the site sought to be condemned under a license from the railway company which has been revoked, to take effect in the near future, to acquire the right and easement, to continue for a fixed term, and to maintain and operate a public elevator on such site. In reapplication of Stewart vs. Great Northern Railway Company.

Damages for Fire Started by Locomotive Sparks.

An important decision has just been rendered by the Louisiana Supreme Court. It is in the case of L. Gumbel & Co. vs. the Central Railroad. The litigation, which has been protracted, grew out of the destruction of a large quantity of cotton by the disastrous fire of April 1, 1893. Gumbel & Co. claimed \$208,000 damages on the ground that the fire was started by sparks from an engine belonging to the defendant company. The New Orleans cotton presses claimed \$25,000, and ten insurance companies a sum aggregating nearly \$200,000. The decision of the Supreme Court, handed down by Justice McEnery, was unanimous, and affirmed the judgment of Judge George H. Theard of the civil District Court, in favor of the Illinois Central Railroad Company.

Carrier—Shipment—Contract.

The Kentucky Court of Appeals held, in the recent case of The Ohio & Mississippi Railway Company vs. Tabor, that a provision in a contract with a common carrier for the shipment of cattle that the shipper should not have the right to recover for injury to the cattle unless he gave notice of his claim therefor before the cattle were unloaded was a limitation of the carrier's common law liability, and was void because prohibited by section 196 of the Kentucky constitution; that a provision in such a contract fixing the maximum value of the cattle per head, and limiting the recovery to that amount in the event of injury or loss, was also a limitation of the carrier's common law liability, and was void by section 196 of the constitution; that such contracts made in the state, being void there, were void everywhere, and that section 196 of the constitution was merely the exercise of the state's right to determine what should be a valid contract, and to control the remedy in its own courts, and was therefore not a regulation of interstate commerce.

Warehouse—Lease—Notes.

The Supreme Court of Georgia held, in the recent case of Lightfoot et al. vs. West, that where in a written contract for the lease of a warehouse for a term to begin upon a day named in the future, it was stipulated that the specified rental, for which contemporaneous promissory notes were given, should not abate by reason of the destruction or injury of the property by fire, but that the lessor, in such event, should rebuild in a reasonable time; that the lessees were "to keep said property in as good repair as it is when turned over to them, and to turn it back to the lessor in as good repair as it is now," and that the lessees were to pay for, and not remove at the end of the lease, all extra improvements they might put upon the premises, and a shed attached to and constituting a valuable and useful part of the warehouse fell before the term of the lease began and before the lessees took possession, it was the duty of the lessor, and not of the lessees, to rebuild the same, and that on the trial of an action upon one of the rent notes, the court erred in refusing to allow the defendants to amend a plea of partial failure of consideration, already filed, in which it was alleged that in consequence of the plaintiff's failure to rebuild the shed, the rental value of the premises had been reduced in an amount stated, by further alleging that the defendants were induced to hold on to the lease and to take possession at the beginning of the term because of a verbal promise to rebuild made by the lessor, with which he subsequently refused to com-

ply, but for which they would have declined to carry out the contract. This plea, as thus amended, the court said, should have been passed upon by the jury, in connection with such evidence as might have been offered in support of it.

Carrier—Bill of Lading—Delivery.

The Kentucky Court of Appeals held, in the recent case of The Louisville & Nashville Railroad Company vs. Hartwell, that the shipper of goods may, even after their delivery to a carrier, and after the bill of lading has been signed and delivered, alter their destination and direct their delivery to another consignee, unless the bill of lading has been forwarded to the consignee or some one for his use; that, however, this would not be the case if a state of facts existed which made the delivery of the goods to the carrier a delivery to the consignee and the owner of them; that while the consignee in the bill of lading is presumptively the owner of the goods, yet when the shipper gives notice after the goods have been received by the carrier and before they are delivered to the consignee that he is not to deliver them to the consignee, the carrier must take notice that the consignor intends to retain control of their ultimate disposition, and after such notice the presumption no longer obtains that the consignee is the owner of the goods; that bills of lading are assignable, and when properly indorsed and delivered with the intention of passing the title to the goods, it is a constructive delivery of them, and that where the shipper of goods, after delivering them to the carrier and receiving a bill of lading, made a draft upon the consignee in favor of a bank and delivered it to the bank, together with the bill of lading, at the same time notifying the carrier to deliver the goods to the consignee unless he presented the bill of lading and paid the draft, the carrier having delivered the goods to the consignee without requiring him to present the bill of lading and pay the draft, was liable to the shipper for such damages as he had sustained not exceeding the value of the goods or the amount of the draft.

SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics the total export of seeds in July were valued at \$148,917, against \$16,092 for July, 1895; and the valuation of seeds exported during the seven months ending July was \$1,053,773, against \$1,312,825 for the seven months ending July, 1895.

No clover seed was exported in July, against 42,470 pounds exported in July, 1895; and during the seven months ending July 3,508,049 pounds were exported, against 10,423,008 pounds exported in the seven months ending July, 1895.

Cotton seed aggregating 356,000 pounds was exported in July, against 324,200 pounds in July, 1895; and during the seven months ending July 18,283,501 pounds were exported, against 7,381,720 pounds exported in the seven months ending July, 1895.

Flaxseed amounting to 158,404 bushels was exported in July, against none in July, 1895; and during the seven months ending July 210,268 bushels were exported, against 29 bushels exported in the seven months ending July, 1895.

Timothy seed aggregating 37,590 pounds was exported in July, against 38,407 pounds in July, 1895; and during the seven months ending July 7,950,400 pounds were exported, against 3,178,050 pounds exported in the seven months ending July, 1895.

All other seeds exported were valued at \$7,444, for July, against \$7,674 for July, 1895; and during the seven months ending July exports were valued at \$147,612, against \$115,559 for the seven months ending July, 1895.

Flaxseed amounting to 3,953 bushels was imported in July, against 371,867 bushels in July, 1895; and during the seven months ending July 66,860 bushels were imported, against 2,710,994 bushels imported in the seven months ending July, 1895.

All other seeds, imported free of duty, were valued at \$27,639 for July, against \$84,109 for July, 1895; and for the seven months ending July imports were valued at \$734,192, against \$565,486 for the seven months ending July, 1895. Other dutiable seeds imported in July were valued at \$15,385, against \$12,381 for July, 1895; and for the seven months ending July imports were valued at \$279,873, against \$276,273 for the seven months ending July, 1895.

Of imported flaxseed none was exported in July, 1896 or 1895, and 20,472 bushels were exported in the seven months ending July, against none exported during the seven months ending July, 1895.

Exports of all other seeds imported free of duty were valued at \$2,332, for July, against \$8,333 for July, 1895; and for the seven months ending July the valuation was \$11,380, against \$15,567 for the seven months ending July, 1895. All other imported dutiable seeds exported were valued at \$3,509 for July, against \$1,058 for July, 1895; and the valuation for the seven months ending July was \$3,825, against \$1,677 for the seven months ending July, 1895.

PRESS COMMENT

ORGANIZE A NATIONAL ASSOCIATION.

The grain trade has no national association of grain dealers. This is somewhat surprising in these days of organization. But the subject of establishing such an association is under consideration and discussion. It is to be hoped that the originators of this idea will succeed in their efforts, as there are many wide and interesting questions to be settled in the trade which could be better handled by a national society. In unity there is strength.—Baltimore Journal of Commerce.

A SLAP AT TERMINAL ELEVATOR MEN.

The elevator system as now conducted in the West is beyond doubt one of the most disturbing factors in the grain and milling business. During the past year, as a result of their manipulation, cash wheat has almost invariably ruled higher than the future month's. This certainly is not natural or based upon legitimate trading. Elevators are supposed to make their profits out of carrying charges on the grain; that is, or was, their proper function. They are now used to exact from the producer his grain below its normal value.—Wilson Welsh in the Millers' Review.

PRICES DEPRESSED BY POOR GRAIN.

The farmers are doing much to hold prices of grain down by sending to market much new wheat and oats that are damp and partly rotten. This comes in competition with the sound and good grain and hurts prices badly, because the men who buy this poor stuff insist on buying it very low. Out of 345 cars of new wheat and oats inspected in only 15 cars, or less than 5 per cent., grade contract, the balance being low grade, and much of it so poor that it will not do much more than pay charges of handling. The trade and prices would be helped if this poor stuff was kept out of the markets.—Chicago Chronicle.

THE MOVEMENT OF OLD WHEAT IN THE NORTHWEST.

The movement of wheat from the Northwest astonishes everybody, and discourages everybody. It has been reasonable to suppose there would be an end to it after the long and unprecedented receipts, but we begin to suppose there is no end, and that soon as the movement of old wheat is supplemented by the new, we shall be snowed under. There is no virtue or reason in talking "bullish" any more, if the everlasting tide of old spring wheat does not subside. It is the great leading "bearish" element in the deal and takes the tuck out of the friends of wheat. The dikes have broken, and we must wait until the flood passes by.—Toledo Market Report.

NO MORE LIBERAL PROFITS.

The fact must be recognized, and the sooner the better, that the day of liberal margins is gone. Distances between buying and selling markets are being more and more shortened by improved transportation facilities, and the commercial world is rapidly and surely approaching a uniform basis of exchange and values of the commodities that the nations have to interchange. We may dispute this through sentiment, and rear a theory between ourselves and the true trend of affairs, but all the while we but amuse our vanity at the expense of our pocketbooks. The change has come; it is now taking place and all of the legislative powers of the earth cannot halt nor delay it. The rule of commerce sways the business world and the sooner we adjust ourselves to the new environment the sooner we become a factor in carrying on the business of the world.—Modern Miller.

GRAIN INSPECTION AND CIVIL SERVICE.

There has been a well-defined impression for some time among men who are familiar with Illinois state affairs that there is no reason why the beneficent principles of our municipal civil service law may not be applied with great advantage to the state grain inspection office. If civil service regulations have raised the standard of efficiency in the municipal service of Chicago, the grain inspection department would seem to present a very inviting field for the introduction of the merit system. Politics has been the bane of the grain inspection service for many years in Chicago. The grain traders, whose interests and welfare are largely dependent upon the proper inspection of grain, have suffered seriously from the pestiferous encroachments of the small politicians ever since the state made this inspection of grain a part of its business.—Chicago Times-Herald.

Give us your views on the proposed National Association of Grain Dealers.

OBITUARY

A. W. Marsh, grain dealer and banker of Athol, Kan., recently died.

W. P. Cowl, dealer in grain, lumber, etc., at Afton, Iowa, died recently.

Charles Hallett, grain commission merchant of New York City, recently died.

E. J. Carrington, of the grain commission firm of E. G. M. Carrington of Detroit, Mich., died recently.

W. T. Templeton, a gentleman who had been connected with the grain trade of Chicago for 32 years, died August 17.

Michael Uhler, grain dealer of Uhlerstown, Pa., and a member of the Philadelphia Commercial Exchange, died August 26.

Joseph T. Callender, dealer in grain and seeds at Vincennes, Ind., dropped dead from heart disease on August 20. He was 25 years old, and was a prominent member of the Knights of Pythias.

W. D. Hagaman, of the firm of Hagaman & Jull, general merchants, died at Ridgetown, Ont., September 1, of paralysis. About 20 years ago Mr. Hagaman was a large dealer in grain at Oakville, Ont.

The death of Ransom W. Dunham, ex-President of the Chicago Board of Trade, was announced on 'Change at Chicago, August 20, Mr. Dunham having died suddenly the previous evening at Springfield, Mass. He was well known in commercial circles, and had been connected with the grain trade of Chicago for 35 years.

F. W. Simonds, of the firm of F. W. Simonds & Son, grain and hops commission merchants of New York City, died recently of paralysis at Northbridge, Mass. He was 77 years old. Mr. Simonds was born in England, and came to this country when a young man. He established himself in the commission export and import business in New York City about fifty years ago, and remained in that trade until the time of his death, his business being chiefly with the United Kingdom and the continent.

The EXCHANGES

Memberships to the Chicago Board of Trade are selling at \$600 to \$650.

Memberships to the Minneapolis Chamber of Commerce are held at \$210 to \$225.

Tickets of membership to the New York Produce Exchange were recently quoted at \$210.

Every office in the Chicago Board of Trade is rented this year, and the revenue from the building now aggregates \$108,000 per year.

The directors of the Chicago Board of Trade have adopted memorial resolutions on the death of ex-President Ransom W. Dunham, who died recently.

The San Francisco Produce Exchange has decided that in order to simplify trading grain futures shall be sold on the Exchange by cents instead of tons.

Secretary George F. Stone of the Chicago Board of Trade has been made honorary consul of Guatemala and consul general of Honduras at Chicago, and has been chosen by Guatemala to present to the commercial interests of Chicago the merits of the exposition to be held there in 1897.

The Winnipeg Board of Trade has appointed as members of the Board of Grain Examiners the following: S. A. McGraw, J. A. Mitchell, S. Nairn, S. Spink, and D. G. McBean. On the Board of Flour and Meal Examiners the following were appointed: S. Nairn, R. Muir, S. Spink, F. W. Thompson and C. H. Steele.

At an adjourned meeting of the Montreal Corn Exchange Association August 24 a number of amendments to the by-laws were proposed and voted upon. The chief amendment proposed was one which limited the membership to those engaged in the grain, produce or freighting business. The amendment was defeated. A warm discussion followed on the proposal to throw open the Corn Exchange for the admission of members of parliament.

The San Francisco Produce Exchange Standard Committee has decided that 60 pounds shall constitute a bushel of wheat for choice club and No. 1 white 25 per cent. Sonora; 60½ pounds for extra choice milling, choice milling 30 per cent. club and No. 1 milling one-third club; 61 pounds for No. 1 Sonora, and 62 pounds for choice Sonora. Chevalier barley, 53 pounds for No. 1 and 50 pounds for No. 2; brewing barley, 46 pounds for No. 1, and 44 pounds

for No. 2; feed barley, 42 pounds for No. 1 dark, and 40½ pounds for No. 1 bright; rye, 59 pounds for No. 1.

At the annual election of the Cincinnati Chamber of Commerce September 8 the following officers were elected: President, J. Milton Blair; second vice-president, Wm. L. Hunt; treasurer, Paul M. Millikin; secretary, James B. Wallace; directors, Robert H. West, Edwin C. Gibbs, Oscar F. Barrett, C. H. Jones, J. W. Dunn. The proposed amendment to the by-laws repealing the article providing for death benefit payments was defeated. The vote on the question, "Shall the existing relation between the Chamber of Commerce and the Cincinnati Freight Bureau be continued?" was in the negative.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Wheat report of J. F. Zahm & Co., Toledo, Ohio, September 12.—No. 2 Red closed at 63¼, No. 3 Red at 59½, No. 4 Red at 55. Low grades are also bringing good prices. Now a word about Toledo inspection. Some shippers say it is too rigid. Others say it used to be, and they are afraid to ship here, etc., but in a great many cases shippers send inferior wheat here, and of course it won't grade. Never before has our inspection department been as careful and lenient as this year, and they are trying to please the shipper, as well as the buyer. Those shippers who are careful, and clean their wheat, and keep the good separate from the bad, will have no trouble.

Grain report of Shanks, Phillips & Co., Memphis, Tenn., September 12.—CORN is firm, somewhat higher. No. 2 White sells at 24½ cents. No. 3 White at 23. No. 2 Mixed at 23. No. 3 Mixed at 22½ cents. OATS are lower and in good demand. No. 2 White sells at 20½ cents. No. 3 White at 18½, No. 2 Mixed at 18½, No. 3 Mixed at 17 cents. HAY—The hay movement is fair, and prices are lower. Low grades are not wanted. Fancy Timothy sells at \$11.25, Choice Timothy at \$10.50. No. 1 Timothy at \$9.00, No. 2 Timothy at \$8.00, No. 3 Timothy at \$7.50, mixed, at \$8.50. Choice Kansas Prairie sells at \$6.00, No. 1 Kansas Prairie at \$5.00, No. 2 Kansas Prairie at \$5.00. FLOUR is quiet and steady. Meal very dull.

Grain report of Collins & Co., Cincinnati, September 11.—The past week showed indications of a cessation of the liberal arrivals of grain to market that has existed for the past few weeks, attributable to a more or less extent to seedling time, and to the fact that a considerable portion of damaged grain that had to be marketed has been shipped. As the market begins to clean up a steadier undertone is manifest, and we anticipate some little improvement in values of both wheat and oats while the receipts continue small. The harvesting of the new crop of corn is being actively pushed forward in many sections, and the largest crop ever produced is about assured; as is reflected in the continued decline in the prevailing low prices. WHEAT—Values rule steadier, receipts smaller and demand more active as the tendency is toward some improvement in prices. No. 2 Red at 60¢, No. 3 Red at 56¢, No. 4 Red at 55¢, No. 5 Red at 54¢, No. 6 Red at 53¢, No. 7 Red at 52¢, No. 8 Red at 51¢, No. 9 Red at 50¢, No. 10 Red at 49¢, No. 11 Red at 48¢, No. 12 Red at 47¢, No. 13 Red at 46¢, No. 14 Red at 45¢, No. 15 Red at 44¢, No. 16 Red at 43¢, No. 17 Red at 42¢, No. 18 Red at 41¢, No. 19 Red at 40¢, No. 20 Red at 39¢, No. 21 Red at 38¢, No. 22 Red at 37¢, No. 23 Red at 36¢, No. 24 Red at 35¢, No. 25 Red at 34¢, No. 26 Red at 33¢, No. 27 Red at 32¢, No. 28 Red at 31¢, No. 29 Red at 30¢, No. 30 Red at 29¢, No. 31 Red at 28¢, No. 32 Red at 27¢, No. 33 Red at 26¢, No. 34 Red at 25¢, No. 35 Red at 24¢, No. 36 Red at 23¢, No. 37 Red at 22¢, No. 38 Red at 21¢, No. 39 Red at 20¢, No. 40 Red at 19¢, No. 41 Red at 18¢, No. 42 Red at 17¢, No. 43 Red at 16¢, No. 44 Red at 15¢, No. 45 Red at 14¢, No. 46 Red at 13¢, No. 47 Red at 12¢, No. 48 Red at 11¢, No. 49 Red at 10¢, No. 50 Red at 9¢, No. 51 Red at 8¢, No. 52 Red at 7¢, No. 53 Red at 6¢, No. 54 Red at 5¢, No. 55 Red at 4¢, No. 56 Red at 3¢, No. 57 Red at 2¢, No. 58 Red at 1¢, No. 59 Red at 0¢, No. 60 Red at 0¢, No. 61 Red at 0¢, No. 62 Red at 0¢, No. 63 Red at 0¢, No. 64 Red at 0¢, No. 65 Red at 0¢, No. 66 Red at 0¢, No. 67 Red at 0¢, No. 68 Red at 0¢, No. 69 Red at 0¢, No. 70 Red at 0¢, No. 71 Red at 0¢, No. 72 Red at 0¢, No. 73 Red at 0¢, No. 74 Red at 0¢, No. 75 Red at 0¢, No. 76 Red at 0¢, No. 77 Red at 0¢, No. 78 Red at 0¢, No. 79 Red at 0¢, No. 80 Red at 0¢, No. 81 Red at 0¢, No. 82 Red at 0¢, No. 83 Red at 0¢, No. 84 Red at 0¢, No. 85 Red at 0¢, No. 86 Red at 0¢, No. 87 Red at 0¢, No. 88 Red at 0¢, No. 89 Red at 0¢, No. 90 Red at 0¢, No. 91 Red at 0¢, No. 92 Red at 0¢, No. 93 Red at 0¢, No. 94 Red at 0¢, No. 95 Red at 0¢, No. 96 Red at 0¢, No. 97 Red at 0¢, No. 98 Red at 0¢, No. 99 Red at 0¢, No. 100 Red at 0¢. OATS—Arrivals are growing less, but any recovery in values will be slow owing to the enormous quantity of poor oats to be absorbed. There has been a good premium for old crop samples, over that of the new, which has attracted more liberal offerings, and cause values on same to rule easier. Old No. 2 White at 23¢, No. 3 White at 21¢, No. 4 White at 20¢, No. 5 White at 19¢, No. 6 White at 18¢, No. 7 White at 17¢, No. 8 White at 16¢, No. 9 White at 15¢, No. 10 White at 14¢, No. 11 White at 13¢, No. 12 White at 12¢, No. 13 White at 11¢, No. 14 White at 10¢, No. 15 White at 9¢, No. 16 White at 8¢, No. 17 White at 7¢, No. 18 White at 6¢, No. 19 White at 5¢, No. 20 White at 4¢, No. 21 White at 3¢, No. 22 White at 2¢, No. 23 White at 1¢, No. 24 White at 0¢, No. 25 White at 0¢, No. 26 White at 0¢, No. 27 White at 0¢, No. 28 White at 0¢, No. 29 White at 0¢, No. 30 White at 0¢, No. 31 White at 0¢, No. 32 White at 0¢, No. 33 White at 0¢, No. 34 White at 0¢, No. 35 White at 0¢, No. 36 White at 0¢, No. 37 White at 0¢, No. 38 White at 0¢, No. 39 White at 0¢, No. 40 White at 0¢, No. 41 White at 0¢, No. 42 White at 0¢, No. 43 White at 0¢, No. 44 White at 0¢, No. 45 White at 0¢, No. 46 White at 0¢, No. 47 White at 0¢, No. 48 White at 0¢, No. 49 White at 0¢, No. 50 White at 0¢, No. 51 White at 0¢, No. 52 White at 0¢, No. 53 White at 0¢, No. 54 White at 0¢, No. 55 White at 0¢, No. 56 White at 0¢, No. 57 White at 0¢, No. 58 White at 0¢, No. 59 White at 0¢, No. 60 White at 0¢, No. 61 White at 0¢, No. 62 White at 0¢, No. 63 White at 0¢, No. 64 White at 0¢, No. 65 White at 0¢, No. 66 White at 0¢, No. 67 White at 0¢, No. 68 White at 0¢, No. 69 White at 0¢, No. 70 White at 0¢, No. 71 White at 0¢, No. 72 White at 0¢, No. 73 White at 0¢, No. 74 White at 0¢, No. 75 White at 0¢, No. 76 White at 0¢, No. 77 White at 0¢, No. 78 White at 0¢, No. 79 White at 0¢, No. 80 White at 0¢, No. 81 White at 0¢, No. 82 White at 0¢, No. 83 White at 0¢, No. 84 White at 0¢, No. 85 White at 0¢, No. 86 White at 0¢, No. 87 White at 0¢, No. 88 White at 0¢, No. 89 White at 0¢, No. 90 White at 0¢, No. 91 White at 0¢, No. 92 White at 0¢, No. 93 White at 0¢, No. 94 White at 0¢, No. 95 White at 0¢, No. 96 White at 0¢, No. 97 White at 0¢, No. 98 White at 0¢, No. 99 White at 0¢, No. 100 White at 0¢. RYE—Choice plump No. 2 sells at 80¢, No. 3 at 75¢, No. 4 at 70¢, No. 5 at 65¢, No. 6 at 60¢, No. 7 at 55¢, No. 8 at 50¢, No. 9 at 45¢, No. 10 at 40¢, No. 11 at 35¢, No. 12 at 30¢, No. 13 at 25¢, No. 14 at 20¢, No. 15 at 15¢, No. 16 at 10¢, No. 17 at 5¢, No. 18 at 0¢, No. 19 at 0¢, No. 20 at 0¢, No. 21 at 0¢, No. 22 at 0¢, No. 23 at 0¢, No. 24 at 0¢, No. 25 at 0¢, No. 26 at 0¢, No. 27 at 0¢, No. 28 at 0¢, No. 29 at 0¢, No. 30 at 0¢, No. 31 at 0¢, No. 32 at 0¢, No. 33 at 0¢, No. 34 at 0¢, No. 35 at 0¢, No. 36 at 0¢, No. 37 at 0¢, No. 38 at 0¢, No. 39 at 0¢, No. 40 at 0¢, No. 41 at 0¢, No. 42 at 0¢, No. 43 at 0¢, No. 44 at 0¢, No. 45 at 0¢, No. 46 at 0¢, No. 47 at 0¢, No. 48 at 0¢, No. 49 at 0¢, No. 50 at 0¢, No. 51 at 0¢, No. 52 at 0¢, No. 53 at 0¢, No. 54 at 0¢, No. 55 at 0¢, No. 56 at 0¢, No. 57 at 0¢, No. 58 at 0¢, No. 59 at 0¢, No. 60 at 0¢, No. 61 at 0¢, No. 62 at 0¢, No. 63 at 0¢, No. 64 at 0¢, No. 65 at 0¢, No. 66 at 0¢, No. 67 at 0¢, No. 68 at 0¢, No. 69 at 0¢, No. 70 at 0¢, No. 71 at 0¢, No. 72 at 0¢, No. 73 at 0¢, No. 74 at 0¢, No. 75 at 0¢, No. 76 at 0¢, No. 77 at 0¢, No. 78 at 0¢, No. 79 at 0¢, No. 80 at 0¢, No. 81 at 0¢, No. 82 at 0¢, No. 83 at 0¢, No. 84 at 0¢, No. 85 at 0¢, No. 86 at 0¢, No. 87 at 0¢, No. 88 at 0¢, No. 89 at 0¢, No. 90 at 0¢, No. 91 at 0¢, No. 92 at 0¢, No. 93 at 0¢, No. 94 at 0¢, No. 95 at 0¢, No. 96 at 0¢, No. 97 at 0¢, No. 98 at 0¢, No. 99 at 0¢, No. 100 at 0¢. MILLFEED—Steady. \$6.50, No. 1 at \$7.00, No. 2 at \$7.50, No. 3 at \$8.00, No. 4 at \$8.50, No. 5 at \$9.00, No. 6 at \$9.50, No. 7 at \$10.00, No. 8 at \$10.50, No. 9 at \$11.00, No. 10 at \$11.50, No. 11 at \$12.00, No. 12 at \$12.50, No. 13 at \$13.00, No. 14 at \$13.50, No. 15 at \$14.00, No. 16 at \$14.50, No. 17 at \$15.00, No. 18 at \$15.50, No. 19 at \$16.00, No. 20 at \$16.50, No. 21 at \$17.00, No. 22 at \$17.50, No. 23 at \$18.00, No. 24 at \$18.50, No. 25 at \$19.00, No. 26 at \$19.50, No. 27 at \$20.00, No. 28 at \$20.50, No. 29 at \$21.00, No. 30 at \$21.50, No. 31 at \$22.00, No. 32 at \$22.50, No. 33 at \$23.00, No. 34 at \$23.50, No. 35 at \$24.00, No. 36 at \$24.50, No. 37 at \$25.00, No. 38 at \$25.50, No. 39 at \$26.00, No. 40 at \$26.50, No. 41 at \$27.00, No. 42 at \$27.50, No. 43 at \$28.00, No. 44 at \$28.50, No. 45 at \$29.00, No. 46 at \$29.50, No. 47 at \$30.00, No. 48 at \$30.50, No. 49 at \$31.00, No. 50 at \$31.50, No. 51 at \$32.00, No. 52 at \$32.50, No. 53 at \$33.00, No. 54 at \$33.50, No. 55 at \$34.00, No. 56 at \$34.50, No. 57 at \$35.00, No. 58 at \$35.50, No. 59 at \$36.00, No. 60 at \$36.50, No. 61 at \$37.00, No. 62 at \$37.50, No. 63 at \$38.00, No. 64 at \$38.50, No. 65 at \$39.00, No. 66 at \$39.50, No. 67 at \$40.00, No. 68 at \$40.50, No. 69 at \$41.00, No. 70 at \$41.50, No. 71 at \$42.00, No. 72 at \$42.50, No. 73 at \$43.00, No. 74 at \$43.50, No. 75 at \$44.00, No. 76 at \$44.50, No. 77 at \$45.00, No. 78 at \$45.50, No. 79 at \$46.00, No. 80 at \$46.50, No. 81 at \$47.00, No. 82 at \$47.50, No. 83 at \$48.00, No. 84 at \$48.50, No. 85 at \$49.00, No. 86 at \$49.50, No. 87 at \$50.00, No. 88 at \$50.50, No. 89 at \$51.00, No. 90 at \$51.50, No. 91 at \$52.00, No. 92 at \$52.50, No. 93 at \$53.00, No. 94 at \$53.50, No. 95 at \$54.00, No. 96 at \$54.50, No. 97 at \$55.00, No. 98 at \$55.50, No. 99 at \$56.00, No. 100 at \$56.50.

PEAS IN CANADA.

Canadian peas generally find a good market in England, where they are well known and appreciated; and as Ontario has a good average crop and of fine quality, it is hoped that a good export trade will be done in this cereal during the coming fall and winter. Surely they are low enough, as business has recently been done for export at 55½ cents to 56 cents per 60 pounds, afloat here, against 68 cents a year ago. But, of course, it will be said that almost every other product of the soil is correspondingly low.—Montreal Bulletin.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

MILL AND ELEVATOR AT A BARGAIN.

A 50-barrel roller steam mill with grain elevator attached will be sold at a bargain on easy terms. Address

JOHN C. THOMAS, Urbana, Ill.

OTTO GASOLINE ENGINE.

One 15-horse power Otto Gasoline Engine, with electric igniter, for sale. In good working order. Nearly new. Address

E. QUILITCH, Pueblo, Colo.

OHIO ELEVATOR.

An elevator on the C. & M. R. R., in as fine a grain-growing country as there is in the state, for sale. Nearly new, steam power, sheller and cleaner. Large flour and feed trade. Good chance for a man of limited means. No competition. Best of reasons for selling. Address

LOCK BOX 324, Lewisburg, Ohio.

ELEVATOR AT A BARGAIN.

We offer for sale at a bargain one of the best and most complete elevators in Northern Kansas. Nearly new; now in operation. Capacity 75,000 bushels. Located on the C. & M. R. R. and N. P. R. Rs. A good town in a fine grain section, the Republican Valley. Good crops now assured. Address

CAYWOOD & CO., Clifton, Kan.

ILLINOIS ELEVATOR CHEAP.

For sale, elevator equipped with stationary engine, sheller and corn burrs, 20,000-bushel bin capacity, 25,000 bushels' ear corn crib capacity, with ground they stand on, office and scales. Plant complete cheap for cash. Price \$2,500. Situated on Wabash Railroad, at Cushman, Moultrie Co., Ill. Address

DRAKE & HOSTETLER, Lovington, Ill.

ELEVATOR FOR SALE.

Elevator in the best grain region of Illinois for sale. The best built and most complete house in this part of the state. Has ear corn and shelled grain dumps, office, scales, hopper scales, one run of French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Elevator located on the C. & C. & St. L. R. R. Address

GEO. W. RICHNER, Mansfield, Platt Co., Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

SITUATION WANTED.

Situation wanted as superintendent or foreman of good elevator by practical elevator man of eight years' experience. Have recommendations from former employers. Address G. M., I, care "American Elevator and Grain Trade," Chicago, Ill.

POSITION AS SUPERINTENDENT WANTED

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, care "American Elevator and Grain Trade," Chicago, Ill.

SITUATION WANTED.

Situation wanted as grain buyer or on the road, by an experienced grain man. Address

B., care "American Elevator and Grain Trade," Chicago, Ill.

POSITION WANTED.

I want a situation in some capacity in the grain business. Have had several years' experience in the handling, grading and mixing of grain and the running of elevator machinery. I understand book-keeping and all the details pertaining to the business. First-class references. Address

T., care "American Elevator and Grain Trade," Chicago, Ill.

HAY AND STRAW WANTED.

Sealed proposals will be received by the Board of Public Works of the city of Columbus, Ohio, at its office in the City Hall building, until 12 o'clock noon, standard time, Tuesday, Sept. 22, 1896, and they will be opened at 2 o'clock p. m. same day, for the following supplies, to be delivered f. o. b. cars at Columbus, Ohio, for use of the fire department of said city, to wit: One hundred tons No. 1 timothy hay and 50 tons wheat straw. Each bid shall contain the full name of every person interested in the same. The Board of Public Works reserves the right to reject any or all bids. By order of said Board. Address

BOARD OF PUBLIC WORKS, Columbus, Ohio.

CORN WANTED.

Sealed proposals, in triplicate, will be received here and at offices of quartermasters of stations named, until 11 o'clock, a. m., central time, Sept. 21, 1896, for furnishing corn during fiscal year ending June 30, 1897, at Forts Brady and Wayne, Mich.; Jefferson Barracks, Mo.; Post near Little Rock, Ark.; Forts Leavenworth and Riley, Kan.; Forts Reno and Sill, Okla., and Fort Sheridan, Ill. Proposals for delivery at other points will be entertained. Government reserves right to reject or accept any or all proposals, or any part thereof. Information furnished on application here or to quartermasters of stations named. Envelopes containing proposals should be marked "Proposals for Corn" and addressed to undersigned, or quartermasters of stations named. Address

M. I. LUDINGTON, A. Q. M. G., Chicago, Ill.

SEND ORDERS FOR

HARD
SOFT
BLACK
BLACK
SMITH

COAL
COKE

Best Grades
Best Prices
Best Deliveries

To MILES & COMPANY,

MINE AGENTS AND SHIPPERS, PEORIA, ILL.

To POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,
184 Dearborn Street, Chicago, Ill.

E. R. Ulrich & Son,
SHIPPERS OF
WESTERN GRAIN,
ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for Prices Delivered

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

SHIP YOUR GRAIN

—TO—

P. B. & C. C. MILES,

COMMISSION MERCHANTS,
PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES
QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

H. B. SHANES.

Established 1873.

S. H. PHILLIPS.

Shanks, Phillips & Co.,

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank.

Cash advances on B. of L.



F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Consignments Solicited.

Minn.

MILLING WHEAT A SPECIALTY.

LEMAN BARTLETT.

O. Z. BARTLETT.

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg.
Milwaukee, Wis

Careful attention given to orders from Brewers, Malsters and Millers

E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments
of mixed car lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts under yearly contracts. Write for estimates F. O. B. cars your city.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

000

J. F. ZAHM & CO.,

Grain and Seeds,

TOLEDO, - - - OHIO.

Send for our "RED LETTER." It'll keep you posted.

E. L. ROGERS & CO.,

ESTABLISHED
1863.

COMMISSION
MERCHANTS,

GRAIN, Flour, Seed, Hay and Straw.

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.
Manufacturers National Bank.
Merchants National Bank.

COMMISSION CARDS.

J. J. BLACKMAN ASSOCIATED WITH
L. E. BUNKER

COMMISSION
MERCHANT.

Flour, Grain, Hay, Feed, Beans, Peas, Lentils,
Seeds, Corn Goods, Etc.

274 Washington Street, - - NEW YORK.

Established 1868.

S. W. FLOWER & CO.,

GRAIN AND SEED
MERCHANTS. . .

TOLEDO, - - OHIO.

High grades of Clover, Alsike and Timothy Seed a Specialty.

If you want to buy, sell or consign, please correspond with us.

Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery
bought and sold on margins.

B. WARREN.

B. WARREN JR.

WARREN & CO.,

Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,
Peoria, Ill.

COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.

EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

21-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.
Letters Promptly Answered.

All sales direct.
I want a good Corn Account.

PHILIPP BENZ.

EMIL P. BENZ.

PH. BENZ & CO.

ESTABLISHED 1872.

COMMISSION MERCHANTS

GRAIN, SEEDS AND HAY,

WHEAT, CORN, OATS, RYE, BARLEY, FLAX, GRASS SEEDS, HAY.

Rooms 204-205 Omaha Bldg., Chicago.

REFERENCES: Bank of Commerce, Chicago. Mercantile Agencies.
LIBERAL ADVANCES MADE ON CONSIGNMENTS.

M. F. BARINGER,

...SUCCESSOR TO...

J. R. TOMLINSON & CO.,

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

COMMISSION CARDS.

ACCOUNTS OF GRAIN DEALERS
ON ORDERS FOR

Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

McLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.

ESTABLISHED 1879.

LEDERER BROS.,
GRAIN and SEED
Commission Merchants,
BALTIMORE, - - MD

We give careful attention to every shipment, are always prepared to make cash advances on consignments. We make a specialty of handling spot goods, which we either sell after arrival or hold if requested. We solicit your trade as we do a strictly commission business. REFERENCES: Merchants National Bank, Baltimore, Md., and the Commercial Agencies.

COMMISSION CARDS.

CEO. N. REINHARDT & CO.,

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels.
Let us know what you have to offer.

ROOFING AND SIDING.

Write us for Catalogue and low Prices on best

STEEL ROOFING, CORRUGATED IRON, Etc.

We are large Manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio.

JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



DURABLE—EASILY APPLIED.

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

WARREN CHEMICAL & MFG. CO.,
56 Fulton St., New York, U. S. A.

"THE RACINE" DUSTLESS GRAIN SEPARATOR

Embodies More Points of Excellence

Than any other machine offered for similar purposes, and is **Light Running, Large in Capacity, Perfect in Separation** and with **Great Strength and Durability.** These machines have no equal. Adopted and indorsed by many of the largest Mills and Elevators in the country.

MADE IN DIFFERENT SIZES TO MEET DIFFERENT REQUIREMENTS.

THE RACINE HEAVY WAREHOUSE MILL

Is especially adapted for horse power use, is supplied with **Patent Governor Pulleys**, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

Send for our catalogue and prices before placing your orders.

IMPROVED GASOLINE ENGINE.

Oil and Steam Engines from 1 to 100 H. P

Elevator Machinery and Supplies,

Scales, Warehouse Trucks, Elevator Boots, Buckets and Bolts, Pulleys, Shafting, Belting, Grain Spouts, Etc.

JOHNSON & FIELD COMPANY, - - RACINE, WIS.

THE OLD WAY.



For NEW and BEST Way
ADDRESS

UNION IRON WORKS,

DECATUR, ILL.,

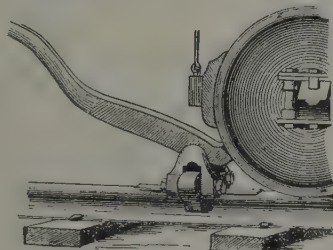
Manufacturers of the CELEBRATED

Western Shellers and Cleaners

The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices. Write for Catalogue.

JACOBUS IMPROVED CAR MOVER

Combines Simplicity, Cheapness and Efficiency, and excels all others.

It has a sure grip on the rail,

It will not cut the face of the rail,

It does not slip on frosty or oily rails.

The harder the pressure on the lever, the less tendency it has to slip either backward or sidewise.

Made of the very best material, of tested strength. Every shipper should use it. Address

P. H. JACOBUS, Millstadt, Ill.

PRICE REDUCED 66 PER CENT.

Cawker's American Flour Mill and Elevator Directory.

FORMER PRICE, \$10.00.

PRESENT PRICE, \$3.50.

We have a limited number of Cawker's American Flour Mill and Elevator Directory for 1895-1896 on hand, which we will sell at \$3.50 per copy. They will not last long at this price, so speak quick if you want one.

We will furnish a copy of the Directory and a year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for \$4.50.

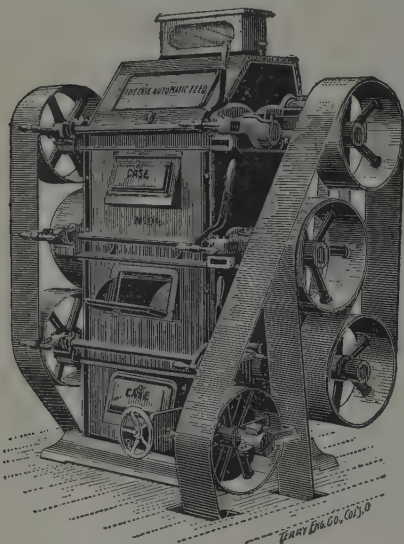
ADDRESS **MITCHELL BROS. CO.,** 184 AND 186 DEARBORN STREET, CHICAGO ILL.

Elevator Men,

Who put in a **ROLLER FEED MILL** last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.

The Case Manufacturing Co.,
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K. Yours respectfully,
M. S. MILLER.

We Keep a Full Line of
**ELEVATOR AND MILL SUPPLIES
AND MACHINERY.**

Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

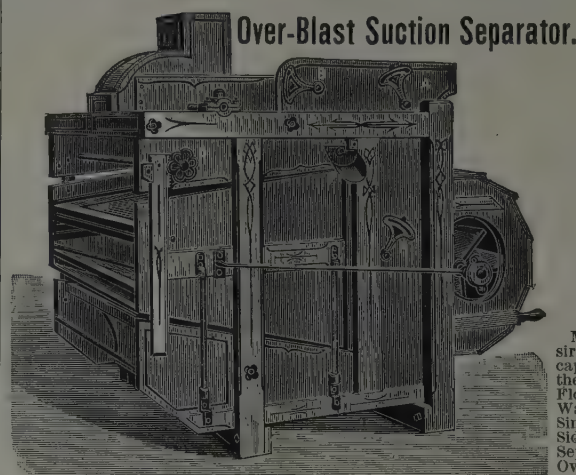
The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,
1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

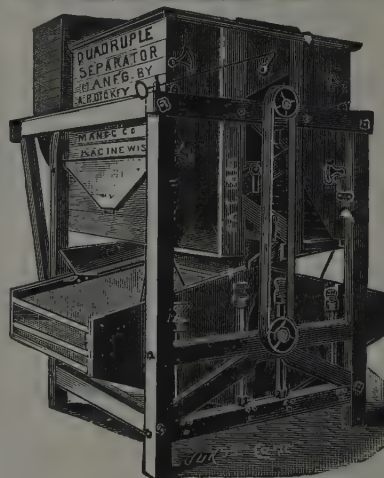
THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



**THE
STANDARD
IN THEIR
LINE.**

**"Grain
Cleaned
to a
Standstill."**

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suction, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.
RACINE, WIS.

SMITH'S LATEST IMPROVED OVERHEAD DUMP.



Operated with Ease, Safety and Speed.
No Objectionable Features and Within the Reach of All.

Here are the names of a few of the many users:

Connine & Co., Gilboa, Ohio.
Emory C. Nutt, Sidney, Ohio.
The Geo. F. Lang Milling Co., Delphos, O.
Tuttle & Tuttle, Springfield, Ohio.
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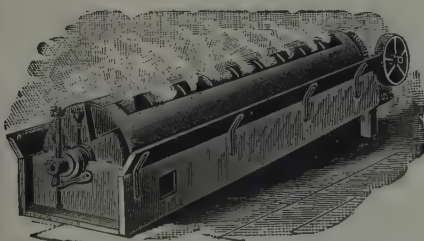


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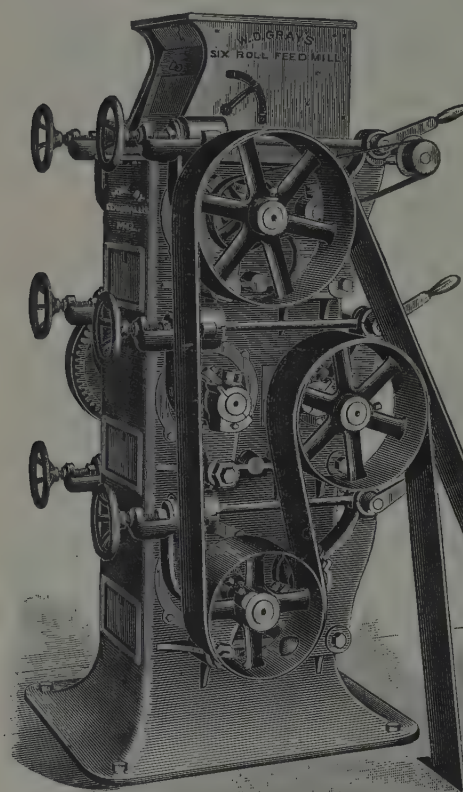
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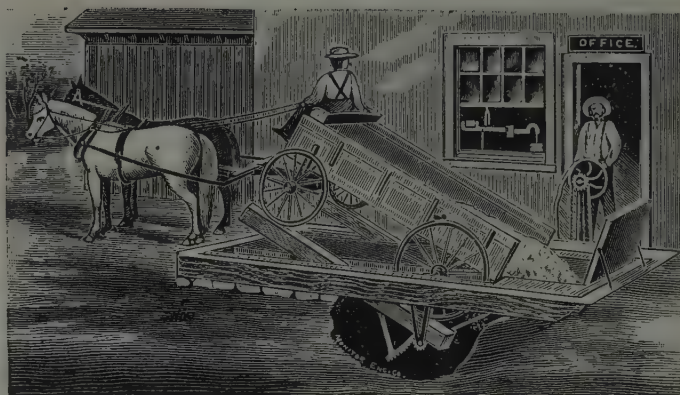
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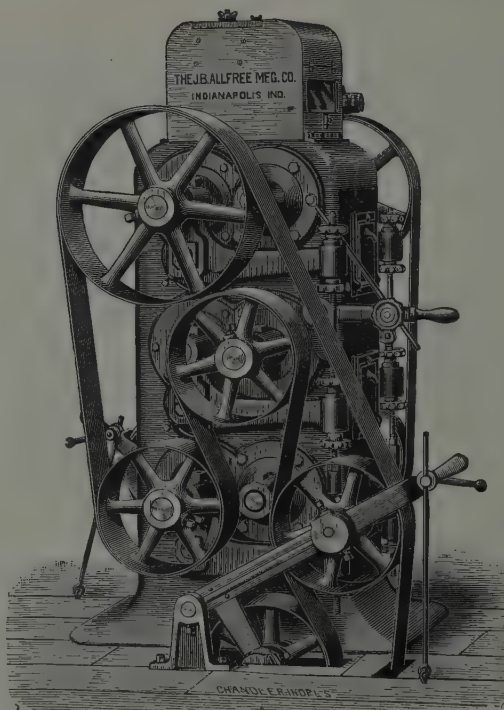
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New York & New England Railroad Co.
Central Vermont Railroad.
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The Baltimore & Ohio Southwestern Railway Co.
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Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.
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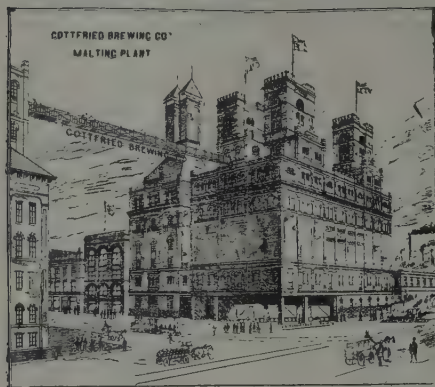
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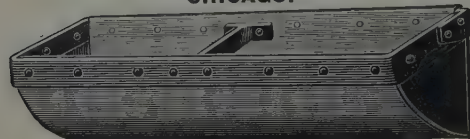
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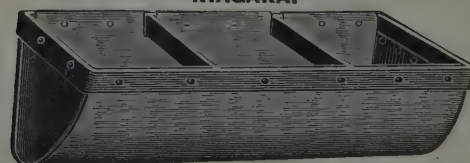
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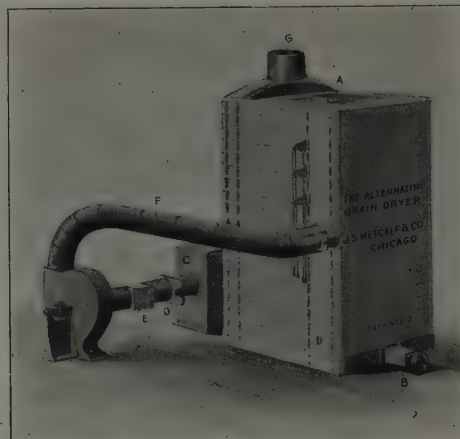
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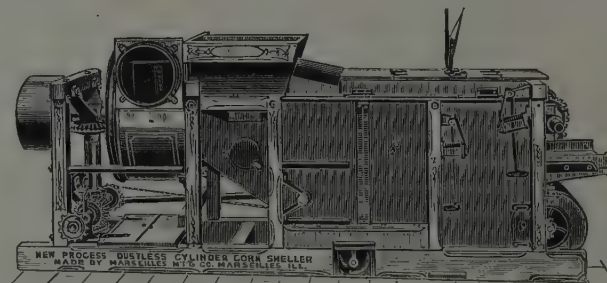
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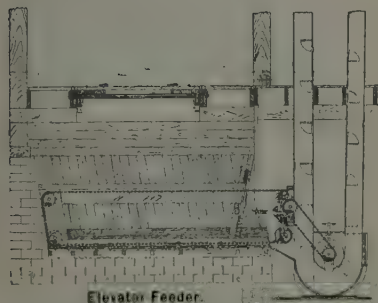
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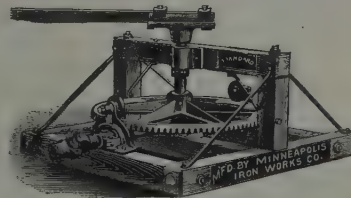
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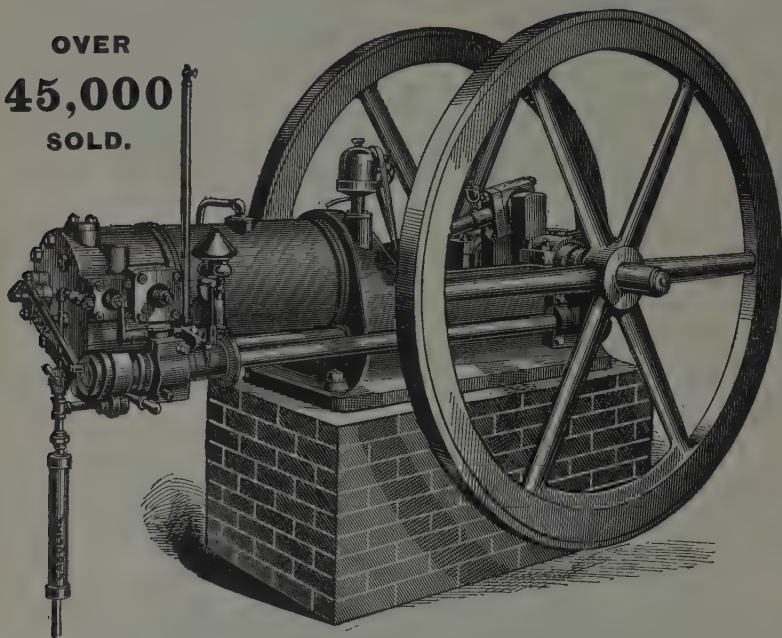
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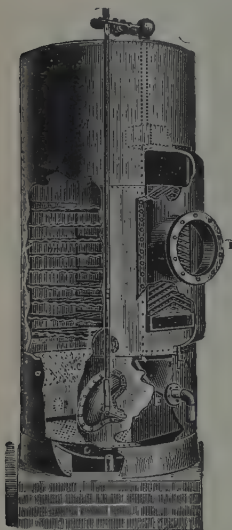
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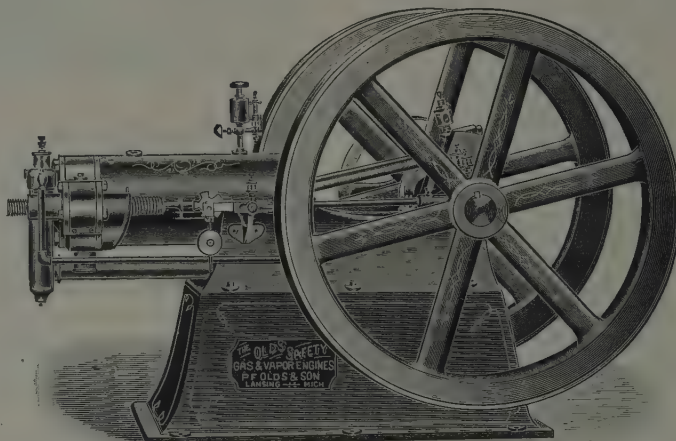
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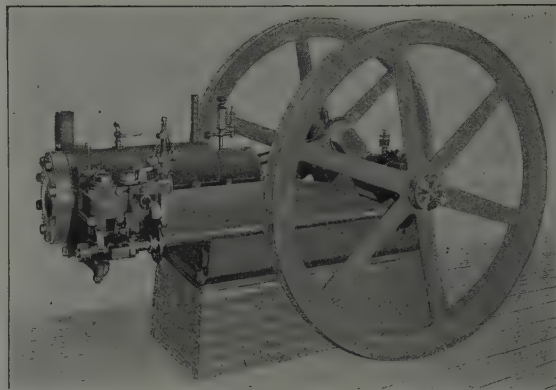
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CAPACITIES FROM 5 TO 1,000 BUSHELS PER HOUR.

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SNEATH & CUNNINGHAM,
Grain and Seeds.

TIFFIN, OHIO, Oct. 5, 1896.

THE S. HOWES CO., Silver Creek, N. Y.

DEAR SIR: Your favor of the 3d received and noted. We inclose you our check for \$..... in payment of your No. 2½ Eureka Close Scourer, which we bought of you for handling grown wheat. It is giving the best of satisfaction, in fact we could not get along without it this season.

Wishing you the best of success, as your machine deserves, we are yours,

SNEATH & CUNNINGHAM.

S. J. BROWN, Buyer and Shipper of Grain.

LIBERTY, NEB., Sept. 30, 1896.

THE S. HOWES CO., Silver Creek, N. Y.

DEAR SIR: Some time ago I wrote you about my No. 4 Eureka Oat Clipper. The little difficulty I had with it was overcome before I got your reply. It is one of the finest machines I have ever had anything to do with. It has made me one thousand dollars this season, on leggy or grown wheat. It does the work in the best possible manner and with one operation. It raises the grade and weight of the wheat to our entire satisfaction. Anyone having trouble this season with leggy or grown wheat can add nothing to their mill or elevator that will give them as good satisfaction as your Eureka Machines.

Yours very truly, S. J. BROWN.

FOR FULL INFORMATION OF THESE MACHINES WRITE

THE S. HOWES COMPANY,

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SILVER CREEK, N. Y.

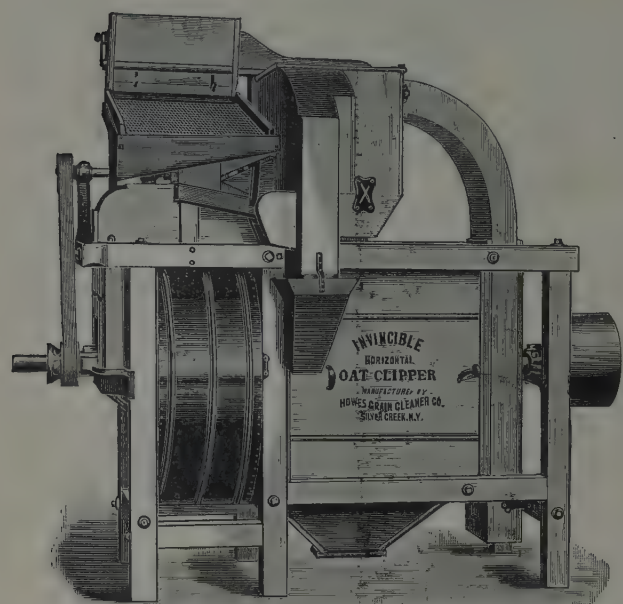


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Such a machine we offer you in the **Invincible**.

Capacities from 50 to 1,200 bushels per hour.

HOWES GRAIN CLEANER CO., SILVER CREEK, N. Y.,

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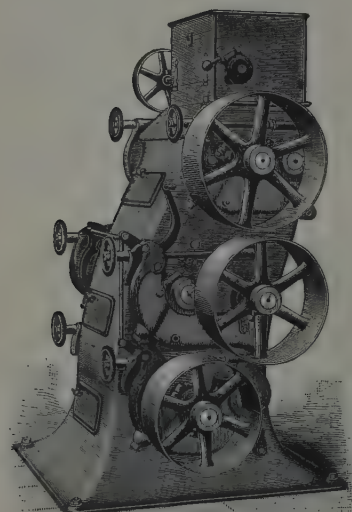
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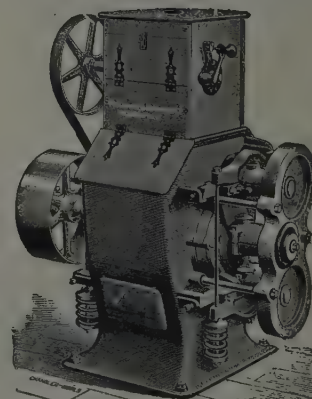


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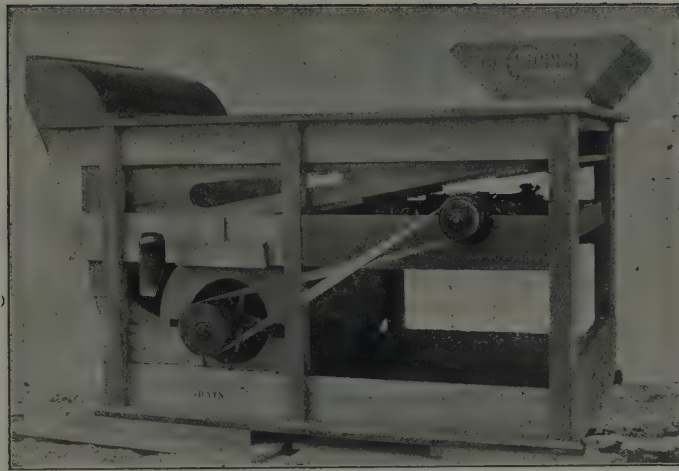
No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

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Best
Work.
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Simplest,
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ON THE BEST **FEED GRINDERS.**
ON OAT CLIPPERS

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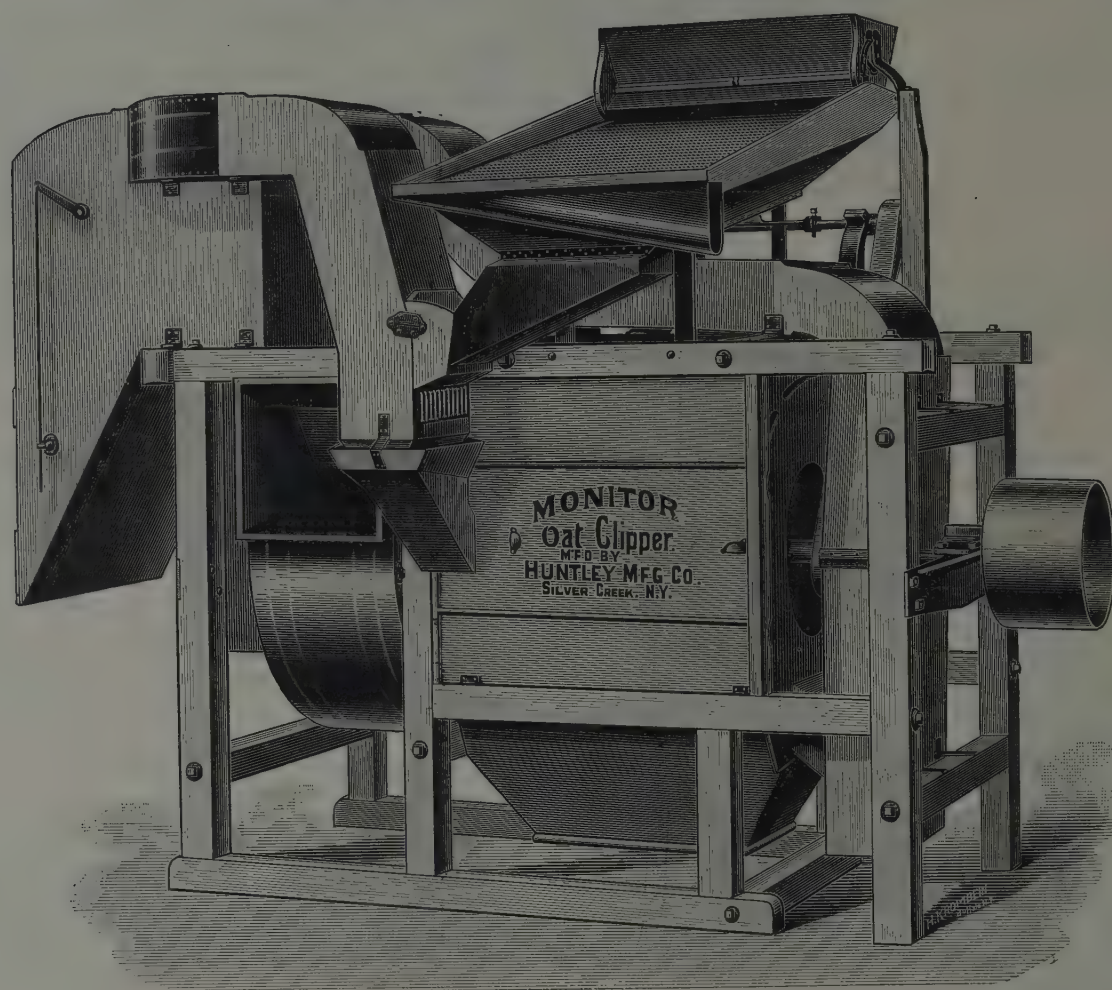
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CAPACITY FROM 50 TO 1,200 BUSHELS PER HOUR.

Monitor Grain Cleaners

Continue in the lead. No competition
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SILK WEAVERS IN MEXICAN GRANARIES.

BY PROF. W. G. JOHNSON, COLLEGE PARK, MD.

The readers of the "American Elevator and Grain Trade" will remember my article on the peculiar silk fabric made by insect larvæ, which appeared in this journal for April 15, 1896. It was stated that the peculiar fabric was taken from a granary in Mexico, and was made by some undetermined insect larvæ. I presumed that it was the product of the Indian meal moth, *Plodia interpunctella*. Up to the present time I have not succeeded in getting specimens of the insects responsible for the work. Dr. Francis Eschauzier of San Luis Potosi, Mexico, who first sent the fabric to Dr. Wm. Trelease of St. Louis, Mo., has taken a very active interest in the subject, and is endeavoring to find the insect, and other pieces of tapestry.

At my request Dr. Eschauzier made a photograph of one of the Mexican granaries, in which the tapestries were found. It is a very curious structure, as will be seen from the accompanying illustration. He says it is not a typical granary of that region, and hopes to procure a better one some time soon. According to Dr. Eschauzier the silk fabric is found in three different places in these granaries. Attached to the roof, attached to the walls against which the corn is resting, and over the corn itself. This last is the thickest tapestry of the three, and the corn underneath is found reduced to powder to a depth of half a foot at times. I hope Mexican readers will keep an eye open for specimens of this fabric, and capture, if possible, the insect responsible for it. It will give me great pleasure to answer any query from this region, as I am very anxious to obtain the tapestry weaver.

DUTY AS A MEMBER OF THE ASSOCIATION.

[From a paper read by W. H. Chambers of Hepburn, Iowa, at the meeting of the Grain Dealers' Association of Southwest Iowa and Northwest Missouri.]

Mr. President, and Gentlemen of the Association: I have been asked by our Secretary, Mr. Stebbins, to talk to you on the subject of "Our Duty as a Member of this Association." As I look over those who are gathered here, it is with a good deal of trepidation that I offer to counsel you as to your duty in this work. It is to me of much more importance than any other subject which we have been called upon to consider. In a matter of this kind we must take into consideration the best and proper methods of handling the grain business of this large scope of country, so that it shall be for the best interests of the shipper and the receiver as well. If you will bear with me for a short time I will attempt to offer some suggestions that appear to me to be of importance in connection with my subject.

As a basis for my remarks it would probably be well to consider what were the conditions that supplied the incentive for this movement; finding the cause, I think, will bring before us some of the most important duties to be followed. Taking the conditions that existed prior to March, 1896, into consideration. We find that the trade was in about as bad a condition as it was possible for it to be. The grain business from 1892 to 1895 had been very poor. There was not much grain to handle, and the strong home demand for what there was almost set a price on all that was offered for sale. That made competition strong for the local dealer. As a result the trade had become separated and disorganized in a business sense. The almost complete failure of crops in 1894 in the country completed the desolation. A great many shut up their houses, others did a little retail business, and loaned out to farmers the little money they had. They are rustling to get some of it back yet, so that they would have been better off had they shut up and done no business.

In 1895 we raised a crop of corn. It was a crop, and no mistake. The conditions that raised that corn crop raised another crop, for which most of us were not looking—a crop of buyers. And what an assortment of men they were; to enumerate them

would require the enumeration of all kinds of businesses and humanity. Every regular dealer who had the grit and enough credit to live through the previous year prepared to do his duty. I will venture to say that if all the air castles built at that time could have been completed, the wonderful White City would not have been a comparison to them. The first blow the castles received was when the crop was ready to move; the regular dealer found there were a great number of people who had taken compassion on him and felt it their duty to relieve him of some of the hard work he had ahead of him. And they did it. But in their generosity they failed to see when the point had been reached where he was able to do the work himself; and in the end succeeded in ruining all the prospects that he may have had for a year's successful business. With a number of buyers the expenses were the big end of each day's business.

About this time, when it seemed that the matter of conducting a successful business was a thing not to be dreamed of, there originated in the minds of some of the old grain men the idea of organizing this Association, to exclude from the trade all of the disturbing element, if such a thing could be done. As a result a call was issued to about twenty-five dealers to meet at Creston to talk the matter

the Association—that is give it their moral, financial and active support? For a time it seemed as though they would not; but this was a mistake, as was afterward proved. All who had attended the Red Oak meeting began to work with their neighbor dealers who had not identified themselves with us, and all reported at about the same time their success, furnishing us with a list of those who were willing to enter the work. This list was so large that it changed the outlook from a rather dark one to a very bright one. To get all together again, and infuse into the new members the idea of the plan on which we expected to be able to work, a meeting was called at Council Bluffs, June 16. We all remember with pleasure the way in which our members responded.

At that meeting the manner of the execution of the plans that had been decided upon for carrying out the purpose of the Association was for the first time taken into consideration. Then for the second time it devolved upon the individual members to identify themselves fully with the work in order to make it successful.

In agreeing as a body not to have any transactions with any individual, firm or receiving house who would transact business with our common enemy—the scalper and irregular dealer—we must, to make



A MEXICAN GRANARY.

over. There were nine responses to that call. The matter was considered in all its phases, and the conclusion of those present was that the trouble could be rectified if all would form into one band and fight this disturbing element.

The manner in which this should be done was not taken into consideration at this meeting, but the one topic on which we all took issue was whether we could get the trade to come together and make the common ills of all the fighting ground. To test this a meeting was called for Red Oak, March 19, 1896. From the talk of all who were there it became evident that we had been right in our first conclusions, and that regular dealers would be willing to come together and work for the mutual benefit of all. This embodies the very basis of the life of this Association, and will prolong or shorten its existence, and make its work effective or deficient in proportion to the amount of willing support received from its members. Let this support become lax, and the good we have accomplished will begin to fail. Let it continue and increase wherever it is possible for it to do so, and the power for good will increase proportionately.

After the matter had assumed this phase the manner in which the trouble could be handled came up for consideration. We did not at that time have all the dealers in the territory in the Association, and it was useless for us to attempt to exert any influence until we were thoroughly organized. This brought on the first test of the strength of the Association; would those who had already identified themselves with the movement do one of the first duties required of a member in the active work of

that effective, live up to it absolutely. Up to the present time we have had no cause for such action against receivers. I do not think that we will be called upon to do so, as they are as a class gentlemen and shrewd business men; and so far they have felt that our action against scalpers has, to a great extent, relieved them of the responsibility of dividing the trade themselves between legitimate and illegitimate dealers. As a general rule they lose money in dealing with scalpers and irregular dealers.

Here a question arises which, as far as I know, has never been mentioned before, but which we will find to be essential to our success. Receivers have largely taken as recommended anyone who belonged to the Association or was recognized by it. This being the case, we ought in the first place to request receivers not to do business with anyone but ourselves. As a return for that favor we should bind ourselves as strongly to follow in our transactions with them the rules which govern a legitimate business. If we should fall in this in any one case it will be readily seen where we as a body will lose. For the failure on the part of any one of us to carry out any obligations that we may make will cause the rest of us to be judged as liable to do the same way, and the receivers will be disposed to lose faith in us. They will say that they prefer to select their own customers rather than let us do it for them. Thus we will not receive from them the moral support which we now have, and instead of cooperating with us they will fight us.

This subject was brought to my attention through a letter I got from a receiver making complaint

that in the first deal he had made with one of our members the member failed to deliver the grain sold, and in that manner brought a loss upon him. I do not know the reason for the failure on the part of the member as I have not been able to talk with him. There must have been two sides to it. I will here offer a suggestion that to my mind is necessary for our future well being; that is, that this Association create a board to act as a board of reference in all cases of this kind. Wherever a member has a grievance against a receiving house, he can lay it before them, and the same in case any house has a grievance against a member, the board can investigate its merits and decide on the case. This decision acting as a settlement between the parties, either party failing to accept such decision the Association should withdraw its benefits. Or the Governing Committee might be empowered to do this. I consider this as vital to the welfare of our Association as all other things put together. If we fail in carrying out the plan our influence is lessened, and it will not take many of such instances as the one spoken of to destroy all that we have gained up to the present time.

Another matter to which I wish to call attention (a practice which has been almost entirely done away with in our territory) is the practice of bucking against one another. There is still the disposition among some to keep the "other fellow" from handling grain. It seems that the object is to handle the grain regardless of its cost. This is about as bad a practice as any we have had to contend with. Nearly all of us have tried it only to find at the end of the year that we had been working to increase our expense account.

It is better to handle two bushels on a 2-cent margin than four bushels on a 1-cent margin. The net profit is more on the two bushels than on the four, and the competitor has also been able to make as much out of the other two bushels as we have; only the same amount of grain has left the country, and the farmer will cry at our funeral as long and loud as he would have done under other conditions.

We should not get envious because we hear that a neighbor dealer over at the other town has bought a bunch of grain on the line, and go after him. That grain has got to go to one or the other place, and he is entitled to half of it. The farmer has caught on to our weakness, and by going from one place to another he is generally able to work us up to such a point that there is nothing in the deal for either of us. The same amount of grain goes out of the country, and nothing is made on it, while if let alone it would have separated itself on the same price and both buyers would have been satisfied.

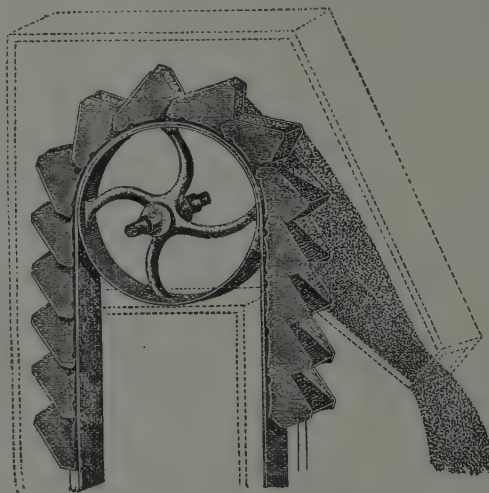
We should not suppose that because we are members of this Association we have the right and franchise to jump on our neighbors and buy at their stations, shovel into cars and be a scalper in all senses of the word, and that we will be protected by the Association. When we do that we become true scalpers, are working against the best interests of the Association, and will have to receive the same treatment as any scalper would. Let us consider how we would feel if the "other fellow" would come over to our station and commence to buy. But some will say they do not care; if he is a better man than they are let him come. We all know what that means—bringing up against the expense account.

We have a few stations in this territory where an elevator is located, and where are other buyers who are regularly engaged in the business, but who have no buildings at this place, though they have at others, or are located at other places, and who are legitimate buyers and entitled to the protection of the Association, but the stations are not such that will allow either buyer to make any money. I have in mind a place of this kind. It is a fact that at neither one have the grain men made anything for three or four years, simply because there is not enough for two buyers. The one who has been worsted in the matter is the party who has owned the elevator. Neither wants to withdraw, and consequently such a condition will exist as long as they continue. I will make the suggestion, and I think that you will bear me out in it, that where this condi-

tion exists the party who owns the elevator or buildings should be the one allowed to remain, and the other one quit; or let the one who has no plant buy out the elevator. I mention this not in an arbitrary sense, but as a suggestion, and one which I believe will be of benefit to both parties concerned and to the business of the surrounding territory.

Now and then members have told me that such a person is doing something that is not right, and that they cannot see where the Association is doing any good. I have asked them whether they have referred the matter to the Secretary. Generally they have not, the fact being that the Secretary did not know anything of the circumstances. In all cases where things are not as they should be, if the offending party is a member of the Association, go to him personally, and see what can be done, then if we have no success, call the attention of the Secretary to the facts, giving him all the information we have in regard to the matter, and I am sure that he will take the matter up and work for its settlement. If we are a party to the trouble let us do everything we can to make an equitable settlement. Where matters exist in regard to an outsider we should secure all the information that we can in regard to whom they are shipping and their manner of doing business, and forward it to the Secretary.

In the matter of margins lies the secret of a balance on the right side of the ledger at the end



A BRITISH ELEVATOR BUCKET.

of the year. Margins can be too big or too small, and there is a medium that is about right. That medium is hard to determine. The chances are that the prices of cereals will be exceedingly low this season, but an offset to this is the fact that there will be a great deal of grain to handle. At the meeting at Red Oak the question was asked as to what would be a fair margin upon which to handle grain. At that time the general opinion seemed to be that 1½ cents was the lowest we ought to get. So everybody went home with that idea in mind, determined to secure as much as that if possible. I am glad to say that nearly all of them succeeded in getting and maintaining that rate. In my locality the simple fact that we would try to get it raised the amount of our margin from ¾ to 1 cent and from 1½ to 2 cents. There was no agreement upon this matter except that we were to try to help ourselves, and in doing so we succeeded in benefiting the trade. So we see that we should at all times try to secure a fair recompense for our labor. In doing so we will be benefiting the cause of the Association as well as of ourselves.

To our members in the Southeastern part of our territory and to those in that section who contemplate joining with us, I would say that the Association is not yet strong enough there to do as much good as it does in the Northwest. This is owing to different conditions. In the Northwest we are bounded by the river and the "Q" railroad in such a way that we are isolated from the other trade. But in the Southwest there are several different roads which split up the trade. But members should use all efforts to bring in outsiders. We want a solid membership in all the territory bounded by the "Q" between St. Joseph, Chariton and Council

Bluffs. Northwestern members should give all of their support to the new territory. Members should get acquainted with each other. Acquaintance begets good will, and with the good will of all members toward each other the success of the Association is assured.

Some receiving houses in St. Louis and Kansas City have identified themselves with us and have shown a willingness to help along the Association. It behooves us to return the favor. We invite all receivers in our territory to become members of the Association, when we will be in a much better position to extend to them the benefit which will result from such a connection.

I have tried to suggest the duties of the members of this Association. Briefly they are as follows: They should give the Association their moral, financial and active support. Whenever an opportunity offers for the settlement of some difficulty they should use all their influence to bring it about speedily and pleasantly. No one should become discouraged and leave the Association; that would be setting a bad example and remedy nothing. Members should attend every meeting of the Association. They should use every effort to place the Association on such a plane that it will be recognized by the grain trade of the country. In all this lies the complete success of the Association.

A BRITISH ELEVATOR BUCKET.

A new elevator bucket has recently been placed on the English market by G. F. Zimmer of London, which is said to have large capacity for its size.

Elevator cups of the ordinary type are attached to the belt at a considerable distance apart, to prevent the grain spilling down the down leg of the elevator. It therefore follows that elevators of great capacity must have trunks of correspondingly large size, necessitating increased outlay of capital, and extra demands on the floor space. It is claimed that by the use of the Perfection Bucket, illustrated herewith, a very material increase of capacity may be attained without any enlargement of the elevator trunk. It is stated that the capacity of elevators has been increased five and even six fold by the mere substitution of these buckets for cups of the old pattern.

The construction of these buckets is such that the back of the preceding cup forms a shoot for the discharge of the following cup. By the close position of the buckets, not only is it claimed that the capacity is increased, but that it also becomes possible to run the elevator faster, while the material is delivered in a more uniform stream, and there is less liability to choking, with the consequent advantage that when the elevator is stopped, there is no necessity for shutting off the feed. As an instance of the increase in capacity attainable by the use of these buckets, The Miller cites the case of an elevator fitted with Perfection cups 4 inches in width, and driven by a pulley 30 inches in diameter at a speed of 50 revolutions to the minute, which delivered 40 tons of grain per hour, the buckets only being about three-quarters full; while an elevator of the same size, but fitted with ordinary buckets, only delivered at the rate of five to six tons per hour.

Receiving houses on the Board of Trade are at last having their inning. Veterans in the cash trade say they do not remember the sample tables loaded down as they were yesterday morning. There was every sort of grain and in abundance, from wheat to barley. The inspection sheet showed 2,461 cars, probably as heavy a day as any ever known, except at times when corners have been under way. As already explained, the poor quality of the grain, particularly the wheat and the oats, is proving a windfall to the receiving houses. It brings the grain here on consignment. Furthermore, the advancing markets are also probably increasing consignments, country dealers being more likely to ship to commission men when a bull market is under way than to accept bids in the country. There is some dissatisfaction still, but there does not begin to be as much as there was a few months ago.—Chicago Times-Herald, October 6.

THE NEW ORLEANS & WESTERN RAILROAD ELEVATOR AT PORT CHALMETTE.

The New Orleans & Western Ry. has at its terminals at Port Chalmette, La., a few miles below New Orleans, one of the most modern elevators. The recent effective work done by this house in assisting to raise the grain blockade of the New Orleans market has drawn attention to it from all grain shippers. As the accompanying cut will show, the elevator is equipped not only for handling grain by rail, but also for shipping it by ocean tonnage. In the construction of the house, all modern methods and devices for the economical handling of cereals were utilized by the designers and builders, James Stewart & Co. of St. Louis, Mo.

The house has a capacity of 500,000 bushels. It is 64x148 feet, and has a total height from the base of rail to the apex of 130 feet. The bins are 60 feet deep. The tracks are arranged so as to allow the

the time. This is an important factor in the shipment of grain by water to New Orleans for export, and does away completely with the floating elevators.

The entire house is covered with corrugated iron, and has a complete system of waterworks for fire protection. There is also fire pump, heaters, steam pumps, etc. The engine house is of brick, composition roof, and the power for driving the elevator is furnished by an improved automatic cut-off engine of 200 horse power, the band wheel having six 1½-inch grooves on face for the rope drive. The boilers are of horizontal flange steel type, two in number, 60 inches in diameter, 14 feet long, and are so arranged that one boiler, when necessary, can supply sufficient power to handle the entire house.

There was assembled in their respective parts in the construction of this house and conveyor over 3,000,000 feet of timber, and the house was constructed in its entirety between August 1 and Nov. 15, 1895. It was designed so that in the event

SHORTAGES; CAUSES AND REMEDIES.

[From a paper by H. Barrett read before the Dominion Millers' Association.]

This is a question that has probably caused the millers who buy car wheat more vexation, in a small way, than any other. For what is more annoying than to pay for something you do not get, and feel that you are done up, as it were? To this question, as to every other, there are two sides. That is, the grain dealer's or shipper's side, and the miller's side, and, in order to be fair and to give both parties justice, we must look at it from both standpoints.

I think it would be well to discuss it under two heads. First, the errors which may arise in shipping; secondly, errors which may arise in weighing in the wheat at the mill. As scales come into use in both these cases, they naturally should demand our first attention, and it is just here, no doubt, that



THE NEW ORLEANS & WESTERN RAILROAD ELEVATOR AT PORT CHALMETTE, LA.

loaded cars to stop by gravity, and when empty to run clear of the house without power.

The foundation of the house consists of 1,800 40-foot piles, on the top of which was placed yellow pine grillage four by twelve, with two sections running at right angles to each other, making a continuous basket work of grillage and drift bolted into the piling. On top of this the brick piers are placed, each having a sandstone cap. At this point begin the shipping floor timbers and general lumber construction.

The house has seventy-nine bins for storage, two shipping bins, and three elevator legs, with an unloading capacity of 90 cars per day. There are three 1,000-bushel hopper scales. The drives throughout the entire house and the conveyor are of rope. The house has a complete system of electric lights and gongs, fire escapes, speaking tubes and all modern improvements. All elevator belts are of four-ply 22-inch rubber. The conveyor, which runs at right angles to the house for the distance of 500 feet, and then parallel with the wharf 130 feet, has a 30-inch four-ply belt. It has delivered as high as 14,000 bushels per hour, which is the record for such a conveyor in the South.

At the point of the intersection of the conveyor chutes is located the only marine leg in the Southern territory and on gulf coast. This leg has an elevating capacity of 7,500 bushels per hour, and is so constructed as to unload from barges or steamers, no matter what the stage of the water may be at

of business warranting its enlargement additional storage room can be added to one end of the building by simply increasing its bin capacity, and without affecting the general construction of the house. Judging from the immense amount of business handled by the New Orleans & Western Railroad, the indications are that the improvements contemplated will be carried out before long.

A SQUINTEYED VIEW OF THE BEARS.

What's a grain bear anyway? He is only a wind-bag, trying to eke out a living by selling what he has not got, in the hope of profiting by the losses of his toiling brother who buys the grain in supplying the actual requirements of legitimate trade. A grain bear expends no capital or labor in the movement of the grain to market, or into the hands of consumers, but sells property that does not exist, on margins of from ten dollars up to one or two hundred dollars. Then, he loafs around the bucket shops and exchanges, earnestly beseeching God or the devil (it matters not to him which) to drop prices on, and ruin the men who invest their capital in catering for the consumptive wants of the people, in order that he may secure profits by settlements on differences. The short sales of these bear wind-bags, however, often depress values, and enable them to make money at the expense of legitimate traders.—Montreal Trade Bulletin.

the small shortages, running from one to three or four bushels, so frequently arise. Both the miller and the dealer are very apt to think that, if they have a scale made by a first-class maker of good repute, it is infallible, especially if it is tested once in two or three years, or even yearly, and reported to be practically correct by the inspector. The scale, however, is a very delicate instrument, and there is a variety of causes which may easily make it inaccurate in weighing.

To refer, first, to the large stationary platform scale, which is generally used by millers, with a large receiving hopper: I have known the fact of a door being open with a strong wind blowing in the basement against the platform or bearings of the scale to make a difference of many pounds in weighing each draft, while with the door closed the scale was perfectly accurate. Then again, some hard substance getting down between the platform and surrounding walls may not affect the scale when only a light weight of 100 or 200 pounds is weighed on it, which is the usual way for millers or grain men to test their scales, but when a heavy weight of 40 or 50 bushels is put on the scales, the platform rests on this obstruction, and causes a loss to the shipper or receiver, as the case may be. The most frequent error arises in keeping tally. If each draft is marked down by a stroke in a book, and one is omitted, or the man keeping tally thinks he has omitted one, and to be on the safe side marks down an extra one, the result is either a shortage or a sur-

plus, but in either case the shipper is wrong. This system, however, of marking is much preferable to one in vogue in many stations where they have a tally board with pegs in two rows, one for fives or tens, as the case may be, and the others for hundreds of bushels. Just as the marker draws out the peg, someone speaks to him, and, turning around to reply, he forgets which row he has taken it out of, and in putting it in tries to be sure that he is on the right side. The result not infrequently is shortage of five or ten bushels. Cars shipped from country towns are just as frequently found short when weighed in the public elevator in Toronto or Montreal as they are short at mills, yet the shipper will be positive that the full weight and the exact weight was put in the car.

The question of shortage between public elevators at railroad points, such as Point Edward, Owen Sound, Midland, etc., is a much more difficult one to deal with, as there they generally weigh a carload in one, or, at the most, two drafts, leaving the chances for shortage much less, but still that there are inaccuracies in their weighing at these points on some occasions, at least, is true without the slightest doubt. This has been shown clearly during the past year by the fact that grain shipped from one railroad elevator has shown decided shortage when unloaded at other railroad elevators at various points, and also when unloaded at private elevators. I have seen reports of claims for shortage of 40 bushels on a 15,000-bushel lot, and 50 bushels on same quantity, where the majority of the cars were short from 30 pounds to four or five bushels, and one over seven bushels, but in this case it was claimed that there was leakage around the king bolt. Some of the cars weighed out exactly even, which, I think, goes to show very conclusively that if the full quantity of wheat is put in the car it can be taken out, or within a few pounds. But what it proves still more clearly is that the weighing at the elevators is not accurate, and, if these shortages had been discovered at a mill, as similar ones have been very frequently, the loss would have fallen on the miller, and his claim of redress have been treated with contempt.

The grain man takes a stand, which is a reasonable one, that he knows nothing about the quantity of wheat in the car. He instructs the railroad to unload the car, and it deducts from his warehouse receipt or bill of lading a certain number of bushels, and gives him a receipt or shipping bill for the same. This he hands to the miller, and, if he does not get the quantity of wheat out of the car which the railroad claims to put in, according to the grain man's view the matter lies entirely between the miller and the railroad as to which is right, as, if the miller has not the wheat, the railroad must have it, as it charged him with it when shipping it. Before starting to unload the car the miller should examine it carefully, both inside and out, to discover if there are any signs of leakage, either around the boards in the doorway or underneath on the trucks of the car, and if there be a serious leakage, it will generally show itself by depression in the car where the leak has taken place. When anything is discovered, the miller should at once call the attention of the station master to it, and have an explanation made that the car arrived in bad condition, and in this case he can fairly ask the grain man to collect the shortage from the railroad company, if he bought the grain delivered at the station, as the railroad acted as his agent in loading a leaky car.

The only explanation, outside of the one that I have suggested, in reference to the fact of scales not being exactly correct is that the weigher at the elevator is too careless in his weighing, not giving the beam time to settle after the wheat has been shut off running into the hopper, thus weighing the full force of the falling grain. It may also be that they are careless in cleaning out the spout carrying the grain to the car, or, perhaps, may not see that the hopper is entirely empty, and in this way a few bushels of the grain are retained. If it were in the spout, however, it would go in the next car, which would cause it to overrun. As this is an extremely rare case, we must suppose that the shortages arise in one of the other ways. The only

remedy that I can suggest is that, where there have been continued complaints of shortage at one of the elevators, such as Midland and Owen Sound, the railroad authorities be requested to carefully overhaul all their territory, and put a new weigher in charge, and, if the millers report to the secretary of the Association the shortage and overplus they have from cars from these points, a record could be kept, and in a short time the difficulty would likely be located.

In turning to the millers' side of the case, we find that they are also occasionally to blame for carelessness, in one way and another, and what I have



FIG. 1.



FIG. 2.

said regarding scales applies to them, as well as to the grain shippers. It is customary with some millers, in taking grain in from the farmers, to allow five pounds on each draft, to cover dirt or shrinkage, and when they apply this to weighing wheat out of the cars, the natural result is that a shortage is found. In weighing cars, however, millers who give every pound have found shortages occasionally, which may be accounted for by stating one or two instances which have come under my own observation. A part of a draft has been left



FIG. 3.

in a hopper without being weighed, intending it to complete the draft from the next load, and someone comes along wishing to use the hopper, and lets the wheat run into the pit without the weight being put down. The party having charge of the wheat not noticing it, an unaccountable shortage is found in the total weight.

Then, again, even when the draft has been weighed, it is occasionally forgotten. This is more easily discovered, as millers generally make each draft given about the same amount, and a shortage on that amount indicates where the trouble is, and leads to an investigation, with satisfactory results. Shortages have also arisen owing to millers not taking wheat from the car, leaving the car unpro-

tected; and, while there is not very much probability of any being stolen, still this has been known to happen, and, in event of the claim for shortage arising, unless a good proof was given, to the satisfaction of the judge, that there was no possibility of any wheat being stolen out of the car except what the miller took out himself, he would undoubtedly give a decision against the miller. I learned that, in the case reported in the bulletin by the secretary of the Association some time ago, the judge would not consider the claim for shortage for even a moment, as he said that, unless the wheat was weighed at the car, he would not go into the matter. You all, no doubt, have heard of the claim made by Manitoba grain men, that the Ontario millers steal the wheat, and that, for this reason, they will not sell wheat shipped by North Bay, except at elevator weights. This certainly is a libel on the millers as a whole, though it is possible that there may have been one or two individual cases where a practice of this kind has been followed. But, on the other hand, the weights have undoubtedly been much better by North Bay since they have been weighing cars at the elevator at Fort William before allowing them to come forward, and it is very rarely that a claim arises where this has been done, and when it does it probably can be easily explained under one of the above heads.

That there are grain men who apparently make a practice to ship short, I think the experience of the millers will prove, and the only workable suggestion that I can make is, for every miller to report to the secretary every case of shortage. By the secretary keeping a book and recording the facts as to who shipped the cars complained of and every particular, in a short time we would have a valuable record. The miller could write the secretary, asking if such a dealer were on his lists as shipping short wheat, and if he were, to act accordingly.

CAR LOADING SPOUTS.

The continued decline in the elevator man's profits naturally prompts him to keep a vigilant lookout for opportunities to increase the facilities of his house for handling grain economically. Some shippers are still following the old expensive method of spouting grain into cars with a shovel, but the country elevator men use a spout and trim with a shovel. It is true that many country elevator men use any old spout that is convenient, and seldom give any thought to the remarkable cheapness of the improved loading spouts. They spout into the door and then attempt to trim it with a scoop.

At the price of the cheapest labor obtainable anywhere the trimming with a scoop is far more expensive than any of the loading spouts on the market. In fact a good loading spout would pay for itself by wages saved in a very short time. A good loading spout greatly facilitates the rapid loading of cars, and loads the car so evenly that it is not necessary to use a scoop, which proves a great relief to the lungs of the man who has fought his way through dense dust to distribute the grain about the car.

There are two kinds of spouts used for loading grain—the flexible loading spout, of which five different styles are illustrated herewith, and the bifurcated spout, of which two styles are shown. Both are constructed on the same principle and are designed to divert the falling grain to the end of the car being loaded. The flexible spout is made of short sections of tapering pipe, joined so that it can be moved about and the grain spouted in different directions, but it can only spout grain in one direction at a time, while the bifurcated spout distributes it in opposite directions at the same time. The bifurcated spout is generally larger, made of heavier material, and has greater loading capacity. Most of the supply houses handle both kinds of spouts.

The flexible spouts differ in many of the details, some of which are discernible in the illustrations given herewith. No doubt there is a variation in the material used as all manufacturers have not the same idea about the strength of material required, or the wearing quality of different material. Some are designed to be permanently attached to the

spout, which protrudes from the side of the elevator, while others are constructed so that they can be temporarily attached and easily removed to another spout. The sections of the different spouts vary in length and the turn joints differ materially—two things which have much to do with the flexibility of the spout. It is natural that spouts made up of shorter sections and easier joints should be more flexible. Doubtless every one is flexible enough for the purpose for which it is designed, however much

The flexible spout is held in position on the hopper by a chain.

The flexible spout shown in Fig. 2 is manufactured by the E. H. Pease Mfg. Co. It is made of heavy sheet steel in four sizes from 4 to 10 inches in diameter. It is claimed that this spout will load a car evenly without shoveling where there is a fall to the shipping spout. A fall of even eight feet is said to give excellent results. Each section adds $8\frac{1}{2}$ inches to the length of the spout. Special hop-

turned to any angle. The wood spout at top is made to suit purchaser. The makers claim it will save more hard work than any other thing used in an elevator.

The flexible spout shown in Fig. 4 is made by the Weller Mfg. Co. in three sizes, but special sizes are supplied. It is made of heavy sheet iron, and to fit the wooden spout desired. It is very flexible, and will turn to any angle.

The flexible spout shown in Fig. 5 is said to be very easily handled. It has a turn joint at the bottom of the first section, and will turn to any angle. It is made of heavy sheet steel in three sizes, and is designed especially for use where there is little fall.

There are two distinct types of bifurcated spouts—the round and the square. Each style has its friends and champions. That shown in Fig. 6 is made by the Webster Mfg. Co. It is made of heavy iron and lined with steel in the parts where there is much wear. It is easily handled and is said to load a car in two or three minutes. If the grain has a perpendicular fall of 35 to 40 feet the best results will be obtained. The spout can be easily changed from one spout to another, and by means of the rope and pulleys with each machine it can be handled when loading cars by one man. The ingenious manner of hanging the loader makes it especially desirable for oats or light grain, as the nozzles will go into proper position, with door of car built up to height required for these grains, the nozzles having a rotating motion and can be raised or lowered to suit the drop or the kind of grain to be loaded. The nozzle is then secured by means of thumb-screws. Many elevators are using this spout.

The bifurcated spout with square nozzles shown in Fig. 7 is made by H. Sandmeyer & Co. It is so constructed that it can be hinged to the wooden spout protruding from the house, and is ever ready to be swung into the car. A prop will hold the spout in position, and when the prop is removed the spout will swing out of the car and fall into the position shown in the cut. It is manufactured of No. 16 iron and lined throughout with No. 14 iron, making it very durable. The linings can easily be removed and new lining put in so it will be as good as new. With a fall of 30 feet it is said 30,000 pounds of oats can be put into a car in five minutes. Both ends of the car are loaded evenly with the spout, and there is no necessity of going into it to trim the grain.

CLEAN YOUR GRAIN AND SEEDS.

Owing to the greatly unsettled weather in the West during the past two months, considerable damage has been sustained to the small grain crops, more particularly wheat and oats. Farmers appear to be flooding the larger markets with liberal quantities of the poorer grades, which are almost unsalable—in fact, sellers are compelled to accept just such offers as buyers choose to make. For the better qualities, there is some competition, and sellers can be a little independent.

Buyers in the interior should be a little conservative in their purchases, as the grading is exceedingly poor, owing to the unevenness of the crops. Possibly, a fair proportion of the poor receipts could have been somewhat improved by a little extra care in cleaning—enough to pay for the extra trouble, and would be a great convenience to the seller. With the large offerings of all kinds of grain and seeds buyers are independent in their views, and only the best grades meet with favor, and command prices near their value.—Chicago Bulletin.

In the hope of circumventing the coal trust many farmers in the northern part of Iowa are agitating the expediency of using corn for fuel during the coming winter. The choice is between coal at something like \$10 a ton and corn at 10 or 12 cents a bushel.

The Terminal Storage Company of Superior, Wis., has commenced action against the Great Northern Elevator Company for damages to the amount of \$30,000. The suit grew out of the refusal of the Great Northern Elevator Company to receive for storage a car of barley under the new Wisconsin inspection.

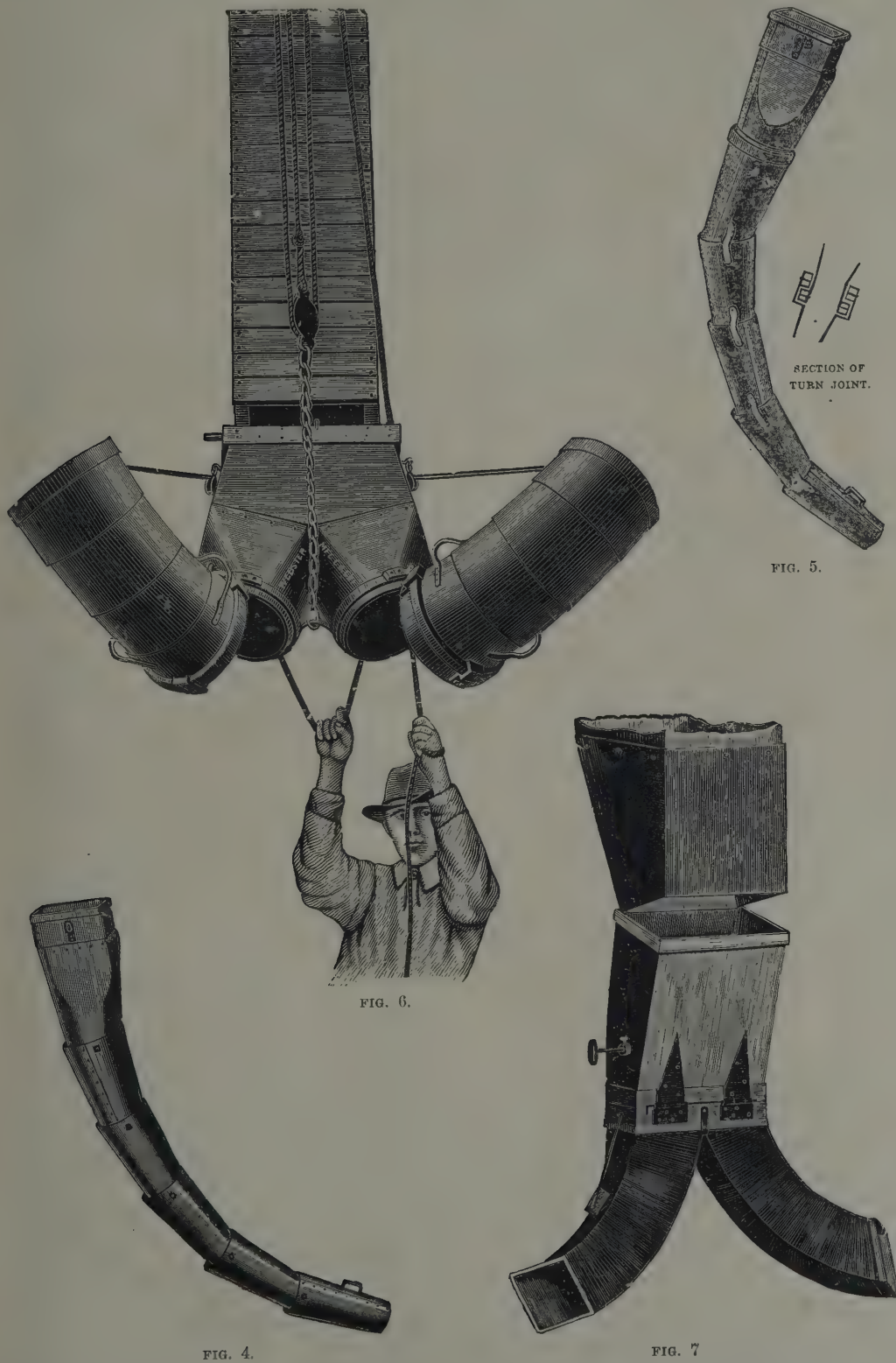


FIG. 6.

FIG. 5.

FIG. 7.

depends upon the fall of the grain and the size of the car.

The flexible spout shown in Fig. 1 is made by H. W. Caldwell & Son Co. It is made in three sizes, the diameter of the spout ranging from 6 to 10 inches. It is said that where this spout is used no shoveling is necessary, and it will distribute the grain well with little fall from the bin. The wooden spout can easily be blocked out or altered to fit standard size of hopper, which is designed to be fastened permanently on the end of the spout from the house.

pers of any size desired can be made for this spout, but the regular hoppers are made square to fit over wooden spouts, the under side of the hopper being made in line with the spout. The joints are said to give very easy action. The handles on bottom section of spout are found of considerable assistance in directing the grain.

The flexible grain spout shown in Fig. 3 is made by C. D. Holbrook & Co. It is made of sheet steel in 6, 8 and 10 inches in diameter. This spout is swivel jointed at S, and it is claimed it can be

THROUGH FIELDS OF CORN.

In solemn hush of dewy morn,
What glory crowns the fields of corn!
A joy and gladness in the land
The lithe, green ranks of beauty stand;
Broad-acred vales from hill to hill
The lifted plumes and tassels fill,
While birds sing in the cool, sweet morn,
Through fields of corn.

Like palms that shade a hidden spring
The reeded columns sway and sing;
The breathing censers swing away,
The leafy cymbals clash and play,
And when the breezy voices call,
The sea-grown billows rise and fall,
And music swells and joy is born
Through fields of corn.

—Prof. Benj. F. Leggett.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

BELIEVE IN ORGANIZING.

Editor American Elevator and Grain Trade:—We believe in organization. It will give us strength and protection.

COTTERMAN-WILSON GRAIN CO.

Lyndon, Kan.

TRADE NEEDS PROTECTION.

Editor American Elevator and Grain Trade:—We are track buyers, but are in favor of a Grain Dealers' National Association, believing the trade needs all the protection it can get.

GREENVILLE GRAIN CO.,

Greenville, Ohio. E. A. Grubbs, Manager.

MOVE IN RIGHT DIRECTION.

Editor American Elevator and Grain Trade:—A national association of grain dealers is what we want, and is certainly a move in the right direction. May success crown your efforts.

Yours truly, H. REAM & SON.

Lostant, Ill.

IN SYMPATHY WITH MOVEMENT.

Editor American Elevator and Grain Trade:—I have been in the grain business since 1873, and I am in sympathy with the movement to organize a Grain Dealers' National Association.

Respectfully, J. B. WARD.

Gardner, Kan.

ALL SHOULD JOIN.

Editor American Elevator and Grain Trade:—I herewith send my name for your list of regular dealers favoring a national association. I think all commission firms should belong to it.

J. H. KINNEAR.

Powhattan, Kan.

MUCH IN FAVOR OF ORGANIZATION.

Editor American Elevator and Grain Trade:—I am very much in favor of a Grain Dealers' National Association, and of mutual insurance. I inclose \$1 for the "American Elevator and Grain Trade."

Yours truly, J. E. STOTT.

Primghar, Iowa.

SOURCE OF BENEFIT.

Editor American Elevator and Grain Trade:—I would be very much pleased to see a Grain Dealers' National Association organized. I think it would be a source of great benefit to all concerned. Let the good work go on.

H. C. JEFFERS.

Talmage, Neb.

REGULAR GRAIN MEN ONLY.

Editor American Elevator and Grain Trade:—I have no particular choice as to time and place of meeting for organizing the Grain Dealers' National Association, but prefer Chicago as being centrally located. I think it a good idea to hold the meeting at as early a date as convenient after the election. November 9 would suit me as well as any other day. I would not be in favor of admitting to membership anyone but practical grain men, men who make the buying of grain their principal business, and who own or operate elevators at country points. How-

ever, I might modify this opinion later on, when I give the project more consideration.

Respectfully yours, P. F. MURRAY.
Bloomfield, Neb.

A GREAT HELP.

Editor American Elevator and Grain Trade:—We have noticed the interest taken by the grain men in favor of a Grain Dealers' National Association. Such an organization would, no doubt, be a great help to all interested in the trade, and we are heartily in favor of it.

Yours truly, TUCKER & MOSIMAN.
Morton, Ill.

STEP IN RIGHT DIRECTION.

Editor American Elevator and Grain Trade:—I believe the movement for the organization of a Grain Dealers' National Association is a step in the right direction. I herewith send my name for your list, and hope an association will be organized which will be a mutual benefit to all.

Very truly, THOMAS NEILL.
Vassar, Kan.

HEARTILY ENDORSES THE MOVEMENT.

Editor American Elevator and Grain Trade:—I heartily indorse the movement for a Grain Dealers' National Association. It should meet the approval of every man in the grain trade. There are many commission firms who offer farmers the same bids as they do regular grain men.

Yours truly, E. J. SMILEY.
Dunavant, Kan.

IN CHARGE OF NEW ELEVATOR.

Editor American Elevator and Grain Trade:—The Monarch Elevator Co., whose elevator at this place was destroyed by fire some time ago, has rebuilt its house and put me in charge again. The elevator has a capacity of 30,000 bushels, and has all the latest improvements. A gasoline engine supplies the power.

E. F. BOLTE.

Mapleton, N. D.

FAVORS QUICK ACTION.

Editor American Elevator and Grain Trade:—We are in favor of a national association of grain dealers, with good, strong men at the head of it, who will look after our interests. It is strange that this has not been done before. We hope soon to see in the "American Elevator and Grain Trade" a call for a convention.

Yours truly, KINSELLA GRAIN CO.
Colon, Neb.

URGENT NEED OF ASSOCIATION; SCALPERS.

Editor American Elevator and Grain Trade:—In my judgment there is urgent need of a Grain Dealers' National Association such as you propose. The regular dealer with money invested is too often at the mercy of the scalper who can only with difficulty raise the price of a car of cheap grain. I wish the organization every success.

Yours very truly, GEO. SCOULAR.
Superior, Neb.

CRYING DEMAND FOR CLEAN BILLS OF LADING.

Editor American Elevator and Grain Trade:—We add our name to the list of those favoring a Grain Dealers' National Association. There is a crying demand for clean bills of lading. Think of turning over a car of grain and settling for the freight on the weight the railroad may offer, and having no recourse in that circumstance.

F. M. CAMPBELL.

Randolph, Iowa.

ADMIT ONLY THOSE WHO OWN PLANTS.

Editor American Elevator and Grain Trade:—I favor November 9 as a very opportune time to call the meeting for the organization of the Grain Dealers' National Association. I would suggest Council Bluffs or Omaha as the place of meeting, or possibly Des Moines or Burlington would be more centrally located. The place most convenient for the largest number to meet would be the best place. As for membership in the Association I favor admitting only those who own and operate elevators or have, say, not less than \$3,500 to \$5,000 invested in plants. I suggest that the aim be not for a large and general

membership, but for such a membership as would best further the interests of the local associations. Membership should consist of a large majority of members from all grain associations.

Respectfully, G. M. GWYNN.
Essex, Iowa.

ONLY THOSE WHO HAVE FACILITIES.

Editor American Elevator and Grain Trade:—We would prefer the meeting of the Grain Dealers' National Association to be held at Council Bluffs, Iowa, November 9. Only those who have facilities and conduct a regular and steady business of buying and selling grain should be admitted to membership.

Yours truly, SIDNEY ELEVATOR CO.
Sidney, Iowa.

SUFFERING FROM CAR SHORTAGE.

Editor American Elevator and Grain Trade:—I suggest Des Moines as the place, and November 15 as the date for the organization of the Grain Dealers' National Association. I will try to be there. We are very busy now, the railways do not furnish one-quarter enough cars, and we are suffering in consequence.

Truly yours, F. D. BABCOCK.
Ida Grove, Iowa.

WOULD BE BENEFICIAL; TRACK BIDS TO FARMERS.

Editor American Elevator and Grain Trade:—I think a Grain Dealers' National Association would be very beneficial in several ways. We have several commission firms that send out track bids for grain to any farmer who may ask for them, the commission firm claiming they have a car of grain to ship. This is unjust to shippers.

Yours very truly, A. M. HUNGERFORD.
Mahaska, Kan.

THOSE WHO HAVE GRAIN HANDLING PLANTS ONLY.

Editor American Elevator and Grain Trade:—I am heartily in favor of a Grain Dealers' National Association, and would suggest Decatur, Ill., as the place, and November 11 as the time to hold a convention. I think only those who have a plant for the handling of grain and are continuously in the business should be admitted to membership.

Yours truly, J. A. MONTGOMERY.
Macon, Ill.

HARD ROW TO HOE; GREAT NEED OF ASSOCIATION.

Editor American Elevator and Grain Trade:—I heartily indorse the forming of a Grain Dealers' National Association. We have no association for our protection in Central Ohio, and have a hard row to hoe with the scalpers and railroads. There surely is great need of such an association. I have an elevator on the Toledo & Ohio Central siding.

Yours, J. A. KILE.
Kileville, Ohio.

ONLY DEALERS HAVING ELEVATORS.

Editor American Elevator and Grain Trade:—Chicago would be my choice for the meeting place to organize a Grain Dealers' National Association, and sometime in November my choice as to date. I would suggest that none but established grain dealers be asked to join; that is, grain dealers having elevators and regularly engaged in the grain trade.

Yours very truly, GEO. SCOULAR.
Superior, Neb.

FAVOR DELEGATE SYSTEM OF REPRESENTATION.

Editor American Elevator and Grain Trade:—We are heartily in favor of a Grain Dealers' National Association, to be composed of members of the different state associations, to the end that a closer knowledge of the demands, rights and opportunities of the different sections of the country may be annually or semi-annually presented and understood. Amalgamated under one head any demand for remedial or protective legislation could be more speedily procured. It occurs to us that a strict observance of the national system in procuring delegates would insure the necessary interest in all parts of the country, and place the organization at the outstart upon a sound basis. November 9 is entirely satisfactory

to us as the day for holding such convention, and Chicago by all means the place for the meeting.

Yours very truly,

SUFFERN, HUNT & CO.

Decatur, Ill.

ADMIT ELEVATOR OPERATORS ONLY.

Editor American Elevator and Grain Trade:—My choice for place to hold the meeting to organize the Grain Dealers' National Association would be Chicago, if held this month, if after the election day I would suggest Omaha, Neb. No one should be admitted to membership other than those who own elevators or operate one under lease for a term of years.

Yours,

S. J. BROWN.

Liberty, Neb.

WILL JOIN THE NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—The action of the Grain Shippers' Association of Northwest Iowa was favorable to a move toward the organization of a Grain Dealers' National Association. I do not believe that a national association can be successfully organized and kept up by individual membership. But if it is properly organized our Association will become a member.

Very truly yours,

F. D. BABCOCK,

Ida Grove, Iowa.

Secretary.

ADMIT ELEVATOR OWNERS AND TRACK BUYERS.

Editor American Elevator and Grain Trade:—I favor Kansas City, Mo., as the place to hold the meeting of regular grain dealers to organize the national association, and would prefer an early date after the election. As to who should be admitted to membership, I would say admit elevator owners and track buyers where they have been buying on their own responsibility not less than one year.

Yours truly,

N. B. HENEKS.

Arrington, Kan.

SHOULD BE IN BUSINESS ONE YEAR OR MORE.

Editor American Elevator and Grain Trade:—We would favor December 1 as the most appropriate day for holding a meeting for forming a Grain Dealers' National Association. We would then have more time to set the matter before the dealers. Only those who have been regularly engaged in buying and selling grain for the past 12 months or more should be admitted to membership.

Very truly,

T. M. JAMES.

Burden, Kan.

HEARTILY IN SYMPATHY.

Editor American Elevator and Grain Trade:—While we have not yet been in the grain business a year at this place we own and operate a 25,000-bushel elevator in buying and selling all kinds of grain, and expect to continue so for an indefinite period. We are heartily in sympathy with the movement for an association, and it would give us pleasure to add our names to your list of those favoring it.

Respectfully yours,

D. K. UNSICKER GRAIN CO.

Fremont, Iowa.

DEALERS MUST ACT.

Editor American Elevator and Grain Trade:—We would name Omaha, Neb., November 12, as the place and time for meeting and organizing a national association. The grain dealers must do something to save the business from going to the dogs, and as the start is made we must try to finish it. If all commission firms organize with us and agree not to bid to track buyers and all stand together we will succeed.

Yours very truly, ED. WENZEL & SON.

Eagle, Neb.

WILL BUY GRAIN.

Editor American Elevator and Grain Trade:—I am buying wheat at this place, and will arrange to buy corn. I am looking after a portable dump. I have issued a poster announcing the opening of my business, which reads as follows:

"To farmers! There will be a wheat buyer this year at the old Planet Mill office, who will pay you full prices for your wheat, to be shipped to Kehlor Bros., St. Louis. Give us a trial. Satisfaction will be guaranteed. We expect to be in the market for

all grades of wheat. The Farmers' Sack Supply Company of St. Louis, Mo., will have a supply of sacks to rent for wheat and oats at the old Planet Mill office. Call and see the sacks and leave orders."

R. S. NELSON, Agent.

Litchfield, Ill.

REGULAR DEALERS ONLY SHOULD BE ADMITTED.

Editor American Elevator and Grain Trade:—We think the best time for a meeting to form a Grain Dealers' National Association would be on or after November 9. Probably the most central location would be Chicago. We think only regular country elevator owners or parties operating country elevators, or having facilities for handling grain should be admitted to membership. Wishing you much success, we remain,

Yours very truly, E. R. ULRICH & SON.

Springfield, Ill.

ORGANIZATION IS NECESSARY; INSURANCE.

Editor American Elevator and Grain Trade:—We desire to become members of the proposed Grain Dealers' National Association. We think that an organization of grain men is necessary. We have three elevators in Kansas, and do not carry any fire insurance on them because of the heavy charges. An organization might get this business and be of great value, and many other matters relating to the grain trade could be improved upon.

Yours truly, B. F. WILKERSON.

Solomon City, Kan.

FAVORS DECATUR.

Editor American Elevator and Grain Trade:—I have no particular choice of day or place for a meeting for organizing the Grain Dealers' National Association. Of course Decatur would suit us Central Illinois men the best, and we should think most dealers would find its location central and very convenient. The time ought to be at an early date, before new corn begins to move. November 9 is on a Monday, and if anyone had far to go he would have to start on a Sunday.

Yours truly,

W. B. NEWBIGIN.

Blue Mound, Ill.

WOULD LIMIT TO LEGITIMATE GRAIN MEN.

Editor American Elevator and Grain Trade:—We know of no better place for holding a convention for the organization of a Grain Dealers' National Association than Chicago, and we see no reason why November 9 would not be the proper date. If possible, however, it might be a good idea to extend it to the 15th, to allow the people to recover from the excitement of the election. We think membership in the association should be limited to legitimate grain men.

Yours truly,

DENT GRAIN CO.

Sioux City, Iowa.

WOULD BENEFIT IN MANY WAYS.

Editor American Elevator and Grain Trade:—We approve of the establishment of a Grain Dealers' National Association, believing it would be a great lever and benefit to us in many ways.

On October 6 we had the misfortune to lose, by fire, our warehouse at Raub, Ind., together with 40,000 bushels of corn and oats. The fire started at 12:20 p. m., and was undoubtedly caused by friction. The property was about covered by insurance. We will commence to rebuild at once.

Yours,

MCCRAY & MORRISON.

Kentland, Ind.

ADMIT DEALERS WHO BUY ALL THE TIME.

Editor American Elevator and Grain Trade:—Only regular grain dealers should be admitted to membership in the Grain Dealers' National Association, such as those who have facilities for handling grain and making a market for the farmer the year round. The meeting ought to be held in a city as near the center as possible so as to get as many out as will come to the first meeting. The number present is what makes a meeting interesting. Therefore the meeting should not be called clear to one side of the territory.

I have communicated with the members of the Grain Shippers' Association of Northwest Iowa re-

garding the national association. I believe we have 154 members, and those I have heard from think the meeting should be held at Des Moines, Iowa, on November 15. We do not want the meeting held too far away, and I think we can get the biggest crowds at Des Moines.

Yours truly,

E. J. EDMONDS.

Marcus, Iowa.

MEMBERSHIP.

Editor American Elevator and Grain Trade:—I am in sympathy with the movement for a Grain Dealers' National Association, and trust it will succeed. I am a member of the National Hay Association. I should say that only regularly established merchants who are reputable members of the Exchanges in their localities, or regular dealers at stations, who have elevators or proper facilities for carrying on a business of that kind should be eligible to membership.

H. E. KINNEY.

Indianapolis, Ind.

ADMIT NO RECEIVERS.

Editor American Elevator and Grain Trade:—The meeting to organize a Grain Dealers' National Association should be held in a centrally located city. Only those who have been in business continuously for one year or more, and are regular dealers, should be admitted to membership. Only two should be received as members from any one point or line of road. Any firm receiving shipments on commission and doing a receiving business should not be admitted.

Respectfully,

H. A. CARLETON.

Cawker City, Kan.

ADMIT ONLY ELEVATOR MEN.

Editor American Elevator and Grain Trade:—We are heartily in favor of the movement for the formation of a Grain Dealers' National Association. We believe an association would greatly benefit the trade at both ends of the line. We think the line should be sharply drawn in regard to members, and no one but elevator men should be admitted. In our opinion Kansas City, Mo., would be the most central location for a meeting, and any date after election. We inclose \$1 for the "American Elevator and Grain Trade."

Yours truly,

SMITH & PIERCE.

Effingham, Kan.

SCALPERS; RAILROADS.

Editor American Elevator and Grain Trade:—I cannot see that much is to be gained or lost by forming a Grain Dealers' National Association over what we already have in our regular dealers' association here. I am in favor of everything that will be of benefit to regular dealers, and cut out demoralizers of our business. Our association has yet to see the first irregular dealer that we could not fix so he was ready to leave the grain business alone.

But what we want and must have is some protection from railroads over scalpers. We are entitled to it. A man who has money at stake should be given some advantage over a farmer who has none. If we can get such protection by going into a national association I will be among the first to do all in my power for it. But this, as far as I can see, is the only gain we would make by it.

Yours,

J. AURACHER.

Shenandoah, Iowa.

DEALERS OF EACH STATE SHOULD ORGANIZE.

Editor American Elevator and Grain Trade:—As to the date of holding the first meeting of the Grain Dealers' National Association, it is doubtful if one of us could attend unless it would be held near by. As to membership in the association, we should say that following the custom of other similar associations the membership should be restricted to members in good standing in local associations or officers of the same.

We have no doubt as to the need and advisability of each state having one or more associations for the benefit of its members and the protection of their interests. When this has come about, as it seems to be doing slowly, then a national association would naturally follow. However, in the meantime if enough interest can be worked up to form the

national association, and if it is kept up, it will undoubtedly be of benefit in a larger field, and for larger interests than a local association could reach. The National Board of Trade is an illustration.

Yours truly,

McFARLIN GRAIN CO.

Des Moines, Iowa.

ADMIT ALL REPUTABLE GRAIN MEN.

Editor American Elevator and Grain Trade:—I think all reputable grain men should be admitted to membership in the proposed Grain Dealers' National Association. I favor holding the convention at Chicago November 9.

W. W. GILBERT,

Danforth, Ill.

HEARTILY IN FAVOR OF ORGANIZATION.

Editor American Elevator and Grain Trade:—I am heartily in favor of holding a convention to form a Grain Dealers' National Association, and am pleased to see you advocate it. I am a subscriber to the "American Elevator and Grain Trade," and find it very interesting and instructive.

Respectfully, J. M. BRAFFORD,

Successor to Fritch & Brafford.

Frankfort, Ind.

ADMIT ONLY REGULAR SHIPPERS.

Editor American Elevator and Grain Trade:—I have no choice as to the place for holding the convention for the formation of a Grain Dealers' National Association, as I would not be able to attend. The meeting should be held in a centrally located city some time after the election. I don't think that anyone should be admitted to membership unless he is a regular shipper, has been in the business one year, and owns his house or elevator, or is renting one of not less than 5,000 bushels' capacity.

Yours,

W. B. BOOHER.

Danbury, Iowa.

FAVORS ASSOCIATIONS; INSPECTION.

Editor American Elevator and Grain Trade:—I am thoroughly in favor of an association, both national and local, for the protection of the country shippers against dishonest commission men and others who have the handling, such as the inspection and weighing, of our stuff at destination. I had a car of corn inspected forty days from day of shipment at St. Joseph, Mo., only 30 miles from originating point. It graded No Grade, and was docked 13½ cents per bushel. This does not seem right. There should be some means of redress. Good luck to the project.

Respectfully yours, N. B. HEATT.

Willis, Kan.

INDORSES THE MOVEMENT; MEMBERSHIP.

Editor American Elevator and Grain Trade:—We indorse the movement for a Grain Dealers' National Association. There are some distinctions that will have to be made as to members. Your definition of a regular dealer as one who has bought and sold grain for one year continuously at one station would cover the case of some of the most persistent scalpers we have. I would suggest that where there is a local association its membership be the limit of membership in the national association. This would be a much better test of those who were entitled to membership than your definition in general.

Yours,

W. H. CHAMBERS.

Hepburn, Iowa.

BAR THE SCOOP-SHOVEL BRIGADE.

Editor American Elevator and Grain Trade:—I think November 25 would be a better time to hold the meeting for the organization of the Grain Dealers' National Association, as the excitement of the election would have died out by that time. Perhaps Burlington, Iowa, would be as central a point to hold the meeting as any. As to who should be admitted, I think elevator owners or renters should be the only ones admitted. If the scoop shovel brigade are admitted, they would have the same advantages as elevator owners, and with no money invested, no taxes, and no insurance to pay. It has always been my opinion that the railroad companies should favor elevator owners in some way. In my town track loaders have the advantage of elevators; they get cars before the elevator does. As I understand it the association will be for the benefit of legitimate

grain dealers. I claim elevator owners or renters are the only legitimate buyers, where there are several buyers and one or two elevators.

Respectfully yours, K. DOCKSTADER.

Lenox, Iowa.

ADMIT NO SCALPERS OR TRACK BUYERS.

Editor American Elevator and Grain Trade:—I have no preference as to the time and place for a meeting of grain men to form a national association, but I think the sooner the organization is perfected the better. I think the membership should be composed of men actively engaged in the grain business. Scalpers and track buyers should not be admitted. Large corporations should not be allowed to join, as they are so closely allied with the railways along which they operate. Of course I am merely giving my views. I worked for a large grain company for several years, and think their interests and the railways' are identical.

Yours very truly,

C. P. BARLOW.

Tekamah, Neb.

"THE FARMER'S FRIEND."

Editor American Elevator and Grain Trade:—I have learned from your journal that the grain dealers of the country will organize a national association, which is truly cheerful news. I sincerely hope they will soon get to work and advertise the "Farmers' Friend," who delights in making false charges against regular country dealers and city commis-



sion men in order to divert business to his own net.

His bold manner of advertising reminds me of the \$3 shoe man, and the patent medicine men who claim everything, and generally publish a portrait with their advertisement to prove they possess "an honest face."

A recent number of the Commercial Journal of Chicago contained the portrait of the Farmers' Friend, together with a sketch which I inclose. It is as follows:

"This gentleman is the senior member of the firm of H. H. Carr & Co., the Farmer Commission House, 94 Board of Trade, Chicago.

"Henry H. Carr, formerly known as 'the farmers' friend,' was born in La Salle County, Illinois, in 1844, where his grandfather, John T. Carr, was an extensive farmer, hauling his grain in the early '40s to Chicago, a distance of nearly 100 miles, a great undertaking, considering that in those days nearly all of Illinois was unsettled, with no roads excepting a bare wagon track across the prairies, no turnpikes, no bridges, the streams had to be forded, and innumerable sloughs and bogs helped to discourage the pioneer farmer when marketing his grain. Wheat in those days was worth about 40 cents a bushel in Chicago, and then only in trade at the stores. It usually took from a week to 10 days to make the round trip, a striking contrast to the present facilities enjoyed by the average farmer of to-day, with a railroad station but a few miles at the farthest from his door. Mr. Carr's early life taught him the wants and requirements of the overworked farmer; his later business experiences enabled him to see wherein it was possible for the farmer to better his condition through marketing his grain in an intelligent, business-like way. H. H. Carr & Co. is the first and only commission house on the Chicago Board of Trade to come out boldly and advocate the plan of direct shipment by the farmer of his grain to the Chicago market, thereby

securing fair inspection, good weights, giving only the legal number of pounds for a bushel, and saving the middleman's profit. Mr. Carr has been on the Board of Trade since Jan. 1, 1870, and the firm is one of the best known in the commission business, having correspondents in most of the principal cities of the Union. Their standing is second to none. They enjoy a well-deserved reputation for honorable, upright, fair dealing, and have a host of friends among their fellow members of the Board of Trade. Mr. Carr is also a member of the Grand Army of the Republic, the Patrons of Husbandry, a number of fraternal societies, and prominent social clubs. He is well and favorably known in city and country."

I suppose the article in the Journal was written by this self-styled "Farmers' Friend" and paid for at so much a line. I inclose another clipping taken from the News of Zumbrot, Minn., dated October 2, which he did not pay for, at least it is not worth paying for. It is as follows:

"A local agent is working in this vicinity for H. H. Carr & Co., grain dealers of Chicago, who are trying to cover the field in Minnesota encouraging the individual shipment of grain. This method is at the best a risky one, and while in some cases it may result successfully, on the whole it is not to be depended on, and when the market price of grain is continually kept at the top notch, as in Zumbrot, there is certainly no occasion for individual shipment, for it is certainly far better to take a good price and be sure of it than to take the risk of an uncertain and constantly varying market."

I will never ship any grain to a commission man who poses as a "Farmers' Friend" for the purpose of driving the regular grain buyers at country stations out of business. It makes no difference whether he attempts to undermine me in my territory or not. I am against the practice, and everyone who follows it. The only reason I can think of for his not having fished for suckers in every county is that he has not had time to get around to all of them yet. I take it that this kind of business to be successful must be pushed according to a well devised plan and returns must be made in each county so they will prove active business getters. I think that in time this "Farmers' Friend" will be without business; when the novelty has worn off the farmers will do business in the old way, which is by far the safest and surest. While I have no fears of losing my business I propose to do everything but stand idly by and see it taken from me by others. I have always made it a point to get well acquainted with the farmers, and I think it pays.

Very truly,

F. G. ODEN.

MUTUAL INSURANCE FOR ELEVATOR MEN.

Editor American Elevator and Grain Trade:—Our insurance organization is bound to be a winner. I recently issued a circular regarding the matter in order to get a full expression from each of our members. Every reply received has been favorable, and it now only lacks time to take up the matter and perfect the organization. In the circular I say that believing we are being extortionately overcharged by the Insurance Compact, for the insurance on our elevators, warehouses, granaries and cribs, and the grain and seeds stored therein, our Executive Committee has concluded that the time is now come when we should make an honest effort to organize a Grain Dealers' Coöperative Fire Insurance Association.

It is estimated that in Western Iowa there are at least 500 elevators, warehouses, etc., on which insurance is carried to the average amount of \$2,000 each, and the insurance on stocks of grain is estimated to be fully as much more, making the total amount of risks insured \$2,000,000. The rate of insurance now charged varies somewhat, from about .025 to .05 per cent. per annum, making an average of at least .035 per cent., which makes the total for premiums to the Compact \$70,000 per annum.

I make the following estimate for our own association: Two hundred elevators, etc., at \$2,000 each, \$400,000; 200 stocks of grain, etc., at \$2,000, \$400,000; total risks, \$800,000. At the average rate of .035 per cent on \$800,000 is \$28,000 that we are contributing to the Compact.

Now let us see what we may do. Under section

1160 of the statutes of Iowa we are allowed to organize a mutual or cooperative association, to insure only our own property. We should be able to organize something nearly as follows: With 125 members at, say, \$5 each, \$625; 125 policy fees, at \$1 each, \$125; 125 surveys at \$2 each, \$250; \$600,000 of risks, at .005 per cent., \$3,000, which makes a total to begin with of \$4,000.

But, of course, we cannot expect to run a year without some losses. So we will estimate in advance losses to the amount of \$6,000, which would have to be provided for by assessment. This amount would require an assessment of .01 per cent. on the \$600,000 of risks insured. This basis would give us our insurance for one year at .015 per cent., beside the membership fees, etc., a trifle less than one-half of the Compact rates. After the first year there would be no membership fee for at least five years.

If assurances are received that we can commence business with risks amounting to \$200,000, and that there will be more later, the organization will be effected at once. The Southwest Iowa Association and the Central Iowa Association have given assurance of cooperation with us in this movement. But whether they do so or not, our Association is large enough to maintain the insurance organization alone. The details of policies, incorporation, constitution, by-laws, etc., cannot be entered into now. But if the organization is completed all the details will be carefully drafted, so as to protect both the association or company organized and the members, or policy-holders, for only members can be policy-holders. The Mill Owners' Mutual Fire Insurance Co. of Iowa has saved to its policy-holders for the past 21 years 50 per cent., or one-half of Compact rates. The Iowa Town Mutual, or Coöperative, has been organized four years, and has never had to make an assessment. Their membership fee is \$1, policy and survey \$1, and contingent .002 per cent. on first-class risks. My suggestion is for membership fee \$5 and contingent at .005 per cent. We cannot possibly have a large membership, only two or three in a town, and as the Compact consider our risks twice and a half as hazardous as residence property, I have suggested the contingent as twice and a half the Town Mutual, viz., .005 per cent.

Sincerely yours, F. D. BABCOCK,
Secretary Grain Shippers' Association of Northwest Iowa.

Ida Grove, Iowa.

ADDITIONAL SUGGESTIONS FOR CONSTITUTION AND BY-LAWS.

Editor American Elevator and Grain Trade:—We are on the right track. We have been vainly hoping for a Grain Dealers' National Association for a long time, and now we are in a fair way to realize on our hopes if we stick together and with the one object in view of organizing. The question is, are the grain dealers in earnest? Do they mean business? Will they stand by this movement and give it all their assistance? It is to our interest to do so, for this effort lost the chance will be lost for a long time.

My own opinion is that if the grain trade is strong enough to support a national association it will carry out the plans now forming; if it is not strong enough, and if legitimate dealers do not take enough interest in their business to organize for their own protection, the scheme will fail. This thing sprung up rather suddenly, to be sure, and perhaps a good many of us are somewhat bewildered by the fast pace we are taking. But it does not go any too fast for our interests. We needed a national association years ago. Let us be equal to our present opportunity; perhaps it will not come again for some time.

In the September issue of the "American Elevator and Grain Trade" I suggested a portion of a constitution for our proposed association. I here submit the remainder. I offer this merely as a convenience for those of us who meet to organize. It will serve as a basis to work from:

ARTICLE IV.

Sec. 1. It shall be the duty of the President to preside at all meetings of the Association, and at all meetings of the Board of Directors, and to sign all orders drawn on the Treasurer by the Secretary.

Sec. 2. In the absence of the President, the First Vice-President shall preside at all meetings of the Association.

and in the absence of both the Second Vice-President shall preside.

Sec. 3. It shall be the duty of the Secretary to record and preserve all minutes of meetings of the Association, conduct correspondence and issue notices of meetings to each member. He shall make a report at each annual meeting, and keep members posted on what is being done between meetings.

Sec. 4. It shall be the duty of the Treasurer to collect all fees and dues, have charge of all moneys of the Association, and pay out money only upon orders signed by the President and Secretary. He shall report the state of the finances at each regular meeting of the Association.

ARTICLE V.

Sec. 1. The membership fee of the Association shall be \$10, which shall accompany each application for membership.

Sec. 2. The annual dues shall be \$5, more or less, according as the Association shall decide at the annual meeting, payable on the first of each year.

ARTICLE VI.

Sec. 1. This constitution may be amended at any annual meeting of the Association, upon a vote of two-thirds of the members present.

BY-LAWS.

ARTICLE I.

Sec. 1. There shall be annual meetings of this Association, subject to the call of the Board of Directors.

Sec. 2. A quorum shall consist of 50 members.

Sec. 3. The Board of Directors shall meet quarterly, at such time and place as they may decide upon.

ARTICLE II.

Sec. 1. Officers shall be elected, by ballot, at each annual meeting, and hold their offices until their successors are duly elected.

ARTICLE III.

Sec. 1. The traveling and hotel expenses of all officers and members of the Board of Directors at regular and special meetings shall be paid by the Association.

Sec. 2. The Secretary shall receive a salary of \$1,000 per year.

Sec. 3. The Secretary and Treasurer shall give bonds in the sum of ———.

ARTICLE IV.

Sec. 1. Application for membership shall be made to the Secretary and turned over to the committee on membership. Each applicant must be recommended by two members in good standing, and the applicant shall become a member upon receiving the unanimous vote of the committee and subscribing to the Constitution and By-laws. If the applicant is not elected a member, his membership fee shall be returned to him.

ARTICLE V.

Sec. 1. The Board of Directors shall act as an executive committee.

Sec. 2. There shall be a standing Committee of Arbitration, consisting of five members, and a Committee on Membership, consisting of three members, appointed by the President at each annual meeting.

Sec. 3. The Secretary or complaining member shall refer to the Arbitration Committee all matters needing adjustment, such as discrimination in freight rates, shortages, dishonest returns, or other grievance between any member and railroad, consignee, or other.

Sec. 4. The Arbitration Committee shall make a thorough investigation of all complaints, attempt to secure settlement of same and report every case to the Association.

ARTICLE VI.

Sec. 1. The name of any member of this Association who has not paid his annual dues shall, after due notice, be stricken from the roll of membership.

Sec. 2. It shall be the duty of members to aid in protecting the interests of every member of the Association.

Sec. 3. Members of this Association shall not buy grain at any stations where they are not regularly doing business and where there is a regular buyer who is a member, without the consent of such buyer.

Sec. 4. So far as lies in their power, members of this Association shall not transact business with irregular dealers, nor with parties against whom unfairness is proved, nor with receivers who patronize irregular dealers and those who solicit grain from farmers or irregular dealers.

Sec. 5. It shall be the duty of every member of this Association who learns of any commission firm or receiver soliciting or receiving shipments from farmers or irregular dealers to report the name of said commission firm or receiver, together with the facts in the case, to the Secretary, who shall record the same in a book kept for that purpose, and he shall immediately notify each member of this Association.

ARTICLE VII.

Sec. 1. These by-laws may be amended by a majority vote of those present at a regular meeting.

J. T. MERRILL.

William Henkel of Marengo, Iowa, has brought suit against the Chicago, Rock Island & Pacific Railroad Company for \$92,000 in the District Court, at Iowa City. He claims that he is entitled by contract to rebates on thousands of carloads of stock and grain shipped by him from Victor and Marengo, Iowa, during the years from 1862 to 1884.

The Valley Railroad is clashing with the Southern Pacific in carrying wheat to Stockton and San Francisco, Cal., and wherever the roads come into competition rates have come down. Thirteen new grain warehouses have been built along the new Valley road, and from the farthest point, Patterson, 109 miles south of Stockton, the rate of \$2.05 per ton has been made to Stockton, 50 cents being added for shipment to San Francisco.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 4. Remedy for Slipping Belts.

If Mr. Brown will give some facts about his slipping belt I may be able to help him out of his difficulty. The slipping may be due to too great a load for the belt, the face of the pulley may have become polished or the belt has become hard. The driven pulley may be too small for the speed and load. Please give diameter, face and speed of driver and driven pulleys, distance apart and load carried. Also state width and condition of belt. A hard, dry belt cannot be expected to adhere to the polished face of a pulley when any load is on it. The belt can be made very pliable, and its adhesion greatly increased by cleaning and oiling it.—M. S. FOCHT.

No. 5. Settlement for Wheat Stored.

I would be greatly obliged for information on the following: A farmer took his wheat to a local buyer last March and accepted a receipt reading as follows: "Received from Mr. — 2,000 bushels of wheat to be stored free of all costs until 1st of July, 1896; the wheat to be settled for at the market price on any day when called for between the present date and 1st of July, 1896." The price kept dropping, and the farmer did not come to settle until long after July 1, 1896. Can the miller force the farmer to accept the market price of July 1, 1896?—BIG BEAR, Ontario, [Ans.—The statement "free of all costs until 1st of July, 1896," would be accepted by the courts as meaning that storage was to be paid for after July 1, and the bailee should collect it. As the contract to pay the market price expired July 1, without the farmer having called for his pay, the bailee is in no way bound by it. The receipt explicitly provides that the wheat shall be "settled for at the market price on any day when called for," between the day of receipt and July 1. It provides for no settlement after July 1, and has no bearing on the price if called for after that date. The price must be settled by subsequent agreement between the buyer and the farmer. The buyer can make a settlement on the basis of the prices ruling July 1 by agreeing to the farmer's price and then charging him storage to the amount of the difference between the price asked by the farmer and the price ruling July 1.]

DOTS. AND. DASHES

The grain trade must organize.

Send us the grain trade news of your district.

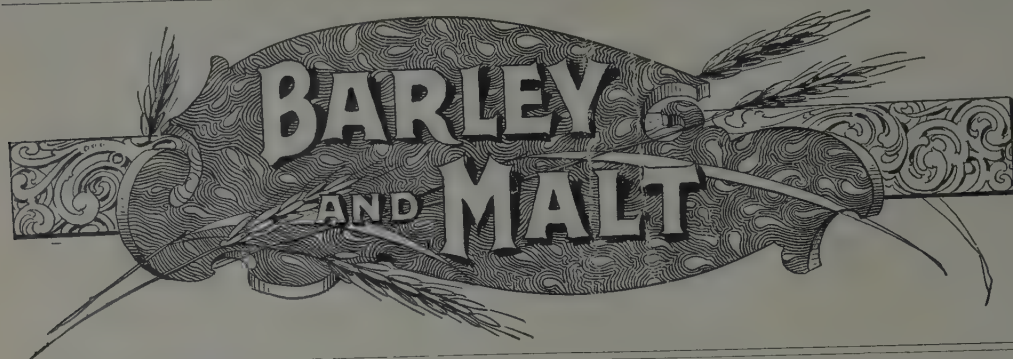
The practice of paying the price of a new house to a stock company to insure an old one is not good economy and should be stopped.

The grain trade of Central Illinois is reported to be booming. The streets of the towns are crowded with farmers' teams bringing in corn, and difficulty is experienced in obtaining cars.

It is said that Indianapolis, Ind., is becoming a great market for corn, now requiring 60 to 70 cars per day. The grain merchants are handling large quantities, and the cereal and hominy mills and starch works require the best grades.

One of the best of that good fraternity, the Quakers, has become, apparently, a little foggy concerning the definition of the signals N. E. G. used in our inspection of grain. He thinks it stands for "No Earthly Good," and sometimes the Quaker is half right. At this end of the deal the initials mean "No Established Grade."—Toledo Market Report.

The proportion of No. 2 Northern and lower grades in Duluth's receipts is increasing, due, undoubtedly, to the larger receipts from North Dakota, where quite a quantity of the late wheat was frosted. The inspectors will positively not carry a kernel of frosted wheat in No. 1 Northern grade, and shippers should be careful in loading cars to keep out any suspicion of frost. The percentage of No Grade is quite large also, due probably to damage from rain before thrashing.—Commercial Record, Duluth.



M. A. Grace is erecting a brewery at Gloversville, N. Y.

Peter Barman will erect a brick brewery at Kingstown, N. Y.

An addition will be built to the Dallas brewery at Dallas, Texas.

The Mutual Brewing Co. of Detroit, Mich., has been dissolved.

Henry Schmidt has succeeded The Tracy Brewing Co. of Tracy, Cal.

The Gulf Brewing Co. will erect an addition to its plant at Utica, N. Y.

Schultz & Ricke have succeeded A. E. Nolte, brewer of Pendleton, Ore.

J. A. Lengel, brewer of Wilmington, Del., will erect an addition to his plant.

John Kazmaier has succeeded Charles Rabenschlag, brewer of Altoona, Pa.

The brewery which is being erected at Otay, Cal., will be completed by December.

Schlottfelt Bros., brewers of Roslyn, Wash., have succeeded Kuhl, Durrwachter & Co.

Fred Koch's brewery at Dunkirk, N. Y., which was recently burned, will be rebuilt.

It is said that a large brewery will be erected at Lexington, Ky., by Cincinnati parties.

The American Brewing Co. is erecting large additions to its plant at Rochester, N. Y.

J. Kiewel, brewer of Little Falls, Minn., has purchased machinery for a new malt house.

S. Hieronimus is making alterations in his brewery at Nevada City, Cal., to brew lager beer.

Henry Zett has purchased and is now operating C. P. Corlett's brewery at Washington, Pa.

It is reported that John and Louis Heimmich are about to erect a brewery at Aberdeen, Ore.

The Louis Leidiger Brewing Co. of Merrill, Wis., is remodeling and improving its brewing plant.

Philip Ebling of The Ph. & Wm. Ebling Brewing Co., New York City, died September 26, aged 36.

The Consumers' Brewing Co.'s new plant at St. Louis, Mo., is completed and ready for operation.

The Park Brewing Co. has purchased the brewery and business of Hergott Bros., brewers of Stratford, Ont.

The malt house at Arch street and Broadway, Albany, N. Y., is being converted into a woolen mill.

The work on the improvements to The Adam Scheidt Brewing Co.'s plant at Norristown, Pa., is completed.

W. C. Edwards has been appointed receiver for The Electric City Malting & Brewing Co. at Niagara Falls, N. Y.

M. Casey, brewer of Gilroy, Cal., has remodeled his brewery, put in new machinery and increased the capacity.

The Obermann Brewing and Bottling Co. has been incorporated at Milwaukee, Wis., with a capital stock of \$25,000.

The Des Moines Malting Co. of Des Moines, Iowa, has made improvements to its plant preparatory to renewing malting.

Malting barley of the new crop began to arrive at Montreal, Canada, during the latter half of September. The samples tested as high as 85 to 99 per cent. in germination, but were somewhat stained. Good

malting barley was offered at 41 cents on track, the lowest price in the history of the Montreal barley trade.

The Barnard & Leas Mfg. Co. of Moline, Ill., recently sold a No. 3 Malt Cleaner to The J. Weil Malting Co. of Chicago.

The firm of Fisher & Durham, brewers of Williamsburg, N. Y., has been dissolved, Wm. J. Fisher continuing the business.

The Chattanooga Brewing Co. of Chattanooga, Tenn., intends to erect additions to its plant and will put in new machinery.

Kolb Bros., brewers of Bay City, Mich., are erecting additions to their plant at that place, which will greatly increase the capacity.

A. M. Murphy has been appointed administrator of the estate of Rudolph Gorkow, brewer of Spokane, Wash., who died recently.

The Wm. J. Lemp Brewing Co. of St. Louis, Mo., has put a Kaestner Malt Mill of 800 bushels' capacity per hour in its new brewery.

The Germania Brewing Co. has been incorporated at Charleston, S. C., with a capital stock of \$100,000, and will operate the Charleston Brewery.

Thomas White and Robert Jarvis have formed a partnership at East Grand Forks, Minn., and have leased Nicholas Hoffman's brewing plant.

Chas. Kaestner & Co. will supply a malt mill, screening reel, elevators and other machinery for The Phoenix Brewing Co.'s new plant at Chicago.

The Leisy Brewing Co. of Peoria, Ill., is erecting a brewery at Kansas City, Mo., which will cost \$40,000. It will be ready for operation by November 15.

Frank Fuernstahl has succeeded F. Fuernstahl & Co. of Redwood City, Cal., the firm which was recently organized to operate Michael Kriess' brewery.

T. C. Landigan and R. Ringgenberg have formed a partnership at Oakland, Cal., and engaged in the brewing business, having purchased Isaac Bush's brewery.

Emil and Leo Schimpff of Scranton, Pa., have purchased Maria B. Guckenberger's brewery at Honesdale, and are operating it under the firm name of Schimpff Bros.

The Maritime Brewing and Malting Co. has completed the new brewing plant at Dartmouth, N. S., which takes the place of the one destroyed by fire some time ago.

Ernst Bros., who were making arrangements to erect a brewing plant at Chicago, have purchased an interest in The Independent Brewing Co. and abandoned their former project.

John Heinrich, of The Bay View Brewing Co., Seattle, Wash., one of the oldest brewers in the West, died recently. He was 73 years of age, and had been in the brewing business since 1852.

The Midland Maizea Milling Co.'s old plant at Milwaukee, Wis., which was destroyed by fire some time ago, has been replaced with a new brick building. It will be used by E. P. Mueller in drying brewers' grains.

According to the last report of the Bureau of Statistics barley malt to the amount of 652 bushels, valued at \$739, was imported in August, against 500 bushels, valued at \$380, imported in August, 1895; and during the eight months ending August, 5,307 bushels, valued at \$4,554, were imported, against 4,897 bushels, valued at \$4,426, imported during the

same time ending August, 1895. Of imported barley malt none was exported in August, 1896 or 1895, while two bushels, valued at \$3, were exported during the eight months ending August, against 259 bushels, valued at \$225, exported in the same time ending August, 1895.

The Kentucky Malt & Grain Co. has been organized at Louisville, Ky., with a capital stock of \$50,000, and will operate the plant of The Kentucky Malting Co. Among the incorporators are Frank Senn and Philip Ackermann, of the Senn & Ackermann Brewing Company, and J. F. Kellner and Frank Fehr, of the Frank Fehr Brewing Company.

THE CHICAGO BARLEY TRADE.

The Chicago trade is getting onto all the niceties of the barley business. Milwaukee, which used to be a leader, is now playing second fiddle. The handling of this grain is almost a science, one reason why the maltsters and brewers are so loath to change, once they have found dealers satisfactory. A little old barley in a lot of new or a little new in a lot of old can spoil the whole malt, it being certain that the one will not germinate at the same time as the other. A little wheat in a lot of barley can ruin a whole brew, as it will not sprout at the same time as the barley. This is one reason why O'Neill has built an elevator for the sole purpose of handling nothing but barley. A few oats in a lot of barley do not create so much havoc. They float on the top and can be skimmed off. These are some of the chief considerations. Then there is the matter of color, also a difficulty. The entering of Armour into the trade and the starting of a new concern by an expert who used to be with O'Neill has broadened out the barley market here, and really given the Chicago exchange a new department.

CHAFF

Send us the grain trade news of your district.

Several excellent papers will be read at the meeting of the regular grain dealers in Chicago November 9. Read the program.

The Master in Chancery in the Federal Court has reported against the bucket shops in the suit to restrain the postoffice authorities from withholding their mail.

The Grand Trunk Railroad has announced that it has completed arrangements with the Detroit Elevating Company by which grain going to New England will be transhipped from lake boats to its rail line at Detroit.

The first car of new corn arrived at Chicago September 19. It was from Central Illinois, inspected no grade, owing to dampness, and sold at 14 cents free on board. The first arrivals last year were on October 1, from Northern Illinois, and graded No. 3 and No. 4.

The Champaign (Ill.) Gazette says a grain dealer at Mansfield makes a proposition to contract for grain as follows: He is to pay 2 cents a bushel in excess of the market price on election day if McKinley is elected, and is not to take the grain at all if Bryan is elected. He advertises to take 200,000 bushels on this basis.

The Northwest Iowa Grain Dealers' Association has commenced a new suit at Sioux City against the Milwaukee road on the old charge of having demanded extortionate rates on grain shipments from Northwestern Iowa points to Chicago. Charles B. Leaser and John H. Downing, the nominal plaintiffs, ask \$12,724.25 damages.

Owing to the short crops, a great many farmers find themselves this fall with only one or two cars of wheat to ship, and owing to the spotted condition of the crop at harvest time, they have wheat of two or more grades, and, of course, a car of wheat here is graded according to the poorest quality in the car. Shippers should make every endeavor to have cars run as nearly even as possible.—Commercial Record, Duluth. Farmers can get much more for such grain by selling it to the local dealer.

THE GRAIN DEALERS' NATIONAL ASSOCIATION.

That the grain trade has long needed a national association of grain dealers, is generally admitted by those connected with the trade, and now that the Illinois Grain Dealers' Association, and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, we solicit the opinions of our readers on this subject and trust that every regular grain dealer will cut out and sign the following blank and mail to the "American Elevator and Grain Trade," 184 Dearborn Street, Chicago:

The undersigned being regularly engaged in the buying and selling of grain, does hereby declare in favor of the organization of a Grain Dealers' National Association, the membership in which shall rest in firms who have engaged in the buying and selling of grain at any station continuously for one year or more, and are still so engaged.

The object of this association shall be the advancement and protection of the common interests of those regularly engaged in the grain business.

Signed,

Up to the time of going to press we have received copies of the forgoing declaration signed by the following regular grain dealers:

C. C. Aldrich, McLean, Ill.
 F. C. Ames, Rutland, Ill.
 T. D. Bartlett, Emery, Ill.
 Edwin Beggs, Ashland, Ill.
 Geo. A. Brown, Brighton, Ill.
 Dumont & Co., Decatur, Ill.
 V. C. Elmore, Ashland, Ill.
 W. W. Gilbert, Danforth, Ill.
 E. S. Greenleaf, Jacksonville, Ill.
 D. C. Hall, Paxton, Ill.
 V. Hawthorn, La Place, Ill.
 E. B. Hazen, Philo, Ill.
 W. B. Newbegin, Blue Mound, Ill.
 Wm. Maxwell & Son, New Berlin, Ill.
 McFadden & Co., Hanover, Ill.
 J. A. Montgomery, Macon, Ill.
 H. S. Nichols & Son, Sadorus, Ill.
 Pratt Baxter Grain Co., Taylorville, Ill.
 Mt. Pulaski Grain Co., Mt. Pulaski, Ill.
 Thos. Ryan, Burtonview, Ill.
 A. W. Skinner, Hudson, Ill.
 R. A. Sturgeon, Fisher, Ill.
 Suffern, Hunt & Co., Decatur, Ill.
 The Sidell Grain & Elevator Co., Sidell, Ill., operating at Sidell, Maizetown, Archie, Broadlands and Hastings, Ill.
 Tobill Bros., Casner, Ill.
 Tucker & Mosiman, Morton, Ill.
 V. P. Turner (Turner-Hudnut Co.), Pekin, Ill.
 Ullerton & Herron, Ullerton, Ill.
 E. R. Ulrich Jr., Springfield, Ill.
 F. D. Voris, Neoga, Ill.
 Z. K. Wood & Co., Latham, Ill.
 Wood & Kautz, Mt. Pulaski, Ill.
 H. E. Kinney, Indianapolis, Ind.
 H. Ream & Son, Lonsant, Ill.
 J. M. Brafford, Frankfort, Ind.
 McCray & Morrison, Kentland, Ind.
 M. H. Dunn, Star City, Ind.
 George Bauer, Sims, Ind.
 Edward Lee, Mellott, Ind.
 Kinsey Bros., Claypool, Ind.
 J. C. Gordon, Argos, Ind.
 O. P. Merrick, Pine Village, Ind.
 Johnson & Highman Co., Mt. Vernon, Ind.
 G. D. Ettinger, Bourbon, Ind.
 Alexander & Cosner, Buck Creek, Ind.
 Aaron Gardner, Cottage Grove, Ind.
 Blankenbaker & Co., Brook, Ind.
 James Ross & Co., Chalmers, Ind.
 E. A. Abbott & Son, Charter Oak, Iowa.
 E. L. Ballou, Larrabee, Iowa.
 F. G. Butler, Schaller, Iowa.
 F. M. Campbell, Randolph, Iowa.
 W. H. Chambers, Hepburn, Iowa.
 Clark Bros. & Co., Manson, Iowa.

J. Cook & Son, Blencoe, Iowa.
 Lee & Cooper, Sac City, Iowa.
 Jay G. Dutton, Perry, Iowa.
 R. J. Edmonds, Hawthorne, Iowa.
 E. J. Edmonds, Marcus, Iowa.
 R. A. Frazier, Nevada, Iowa.
 A. W. Gilbert, Sioux City, Iowa.
 G. M. Gwynn, Essex, Iowa.
 Harris Elevator Co., Sibley, Iowa.
 A. R. Hayner, Bedford, Iowa.
 Heaton Bros., Pierson, Iowa.
 Hendee & Wall, Sloan, Iowa.
 Geo. O. Holbrook, Onawa, Iowa.
 J. E. Stott, Pringhar, Iowa.
 K. Dockstader, Lenox, Iowa.
 W. B. Booher, Danbury, Iowa.
 Dent Grain Co., Sioux City, Iowa.
 Lyman Johnson (Northern Iowa Grain Co.), Sioux Rapids, Iowa.
 Junod & Culbertson, Carroll, Iowa.
 H. D. Lane & Co., Oskaloosa, Iowa.
 C. S. Lawbaugh, Madrid, Iowa.
 Long & Van Rossman, Struble, Iowa.
 C. G. McNeil, Mgr. Dent Grain Co., Sioux City, Iowa.
 McFarlin Grain Co., Des Moines, Iowa.
 R. R. Palmer, Creston, Iowa.
 E. M. Parsons, Carroll, Iowa.
 S. H. Parsons, Carnarvon, Iowa.
 E. Reichart, Cumberland, Iowa.
 C. D. Sanborn, Cushing, Iowa.
 W. L. Sanborn, Moville, Iowa.
 E. A. Scholz, Corning, Iowa.
 Sidney Elevator Co., Sidney, Iowa.
 E. H. Smith & Co., Salix, Iowa.
 Wm. Southall & Sons, Pierson, Iowa.
 Terwilliger & Dwight, Rock Valley, Iowa.
 D. K. Unsicker Grain Co., Fremont, Iowa.
 Vanschoiack & Rickey, Griswold, Iowa.
 E. D. Vorhes, Cushing, Iowa.
 Wolf & Hinz, Granville, Iowa.
 W. S. Broughton, Broughton, Kan.
 S. R. Bagwell, Rossville, Kan.
 R. H. Bishop, Mankato, Kan.
 E. Blanpied & Sons, Burrton, Kan.
 Brunswick Elevator Co., Summerfield, Kan.
 H. A. Carleton, Cawker City, Kan.
 L. Cortelyou, Muscotah, Kan.
 Cotterman-Wilson Grain Co., Lyndon, Kan.
 Frank C. Diggs, Noble, Kan.
 John A. Dix, Huron, Kan.
 Robert Fleming, Mound City, Kan.
 Smith & Pierce, Effingham, Kan.
 S. P. French, Fredonia, Kan.
 John Hartley, Minneapolis, Kan.
 Hawkins & Swan, Ashton, Kan.
 N. B. Heneks, Arrington, Kan.
 N. B. Hieatt, Willis, Kan.
 A. M. Hungerford, Mahaska, Kan.
 Jackson & Taylor, Corning, Kan.
 T. M. James, Burden, Kan.
 J. Jensen, Leona, Kan.
 C. A. Johnson, Hartford, Kan.
 John F. Jones, Grinnell, Kan.
 A. F. Jones, Pratt, Kan.
 J. H. Karns, La Bette, Kan.
 P. B. Kimpler, Ellinwood, Kan.
 J. H. Kinnear, Powhattan, Kan.
 Alex. Knott, Belle Plaine, Kan.
 La Crosse Lumber and Grain Co., La Crosse, Kan.
 Leeth Bros., Netawaha, Kan.
 A. J. Lesh, Eldorado, Kan.
 M. W. Lewis, Grainfield, Kan.
 R. E. Mason, Corning, Kan.
 C. S. McClellan, Bluff City, Kan.
 M. McGraw & Co., Newton, Kan.
 P. H. McHale, St. Marys, Kan.
 M. P. Miller, Russell, Kan.
 Miller & Berns, Hanover, Kan.
 W. M. Mitchner, Rossville, Kan.
 C. T. Monteith, Selden, Kan.
 O. F. Neal, Mont Ida, Kan.
 Thos. Neill, Vassar, Kan.
 Nicheod Bros., Marietta, Kan.
 B. F. Nickerson & Co., Solomon, Kan.
 Axel Palmer, Cleburne, Kan.
 John Roach, Severance, Kan.
 M. H. Roller, Circleville, Kan.
 Rust & Crum, Logan, Kan.
 E. J. Smiley, Dunavant, Kan.
 Smith, Prince & Co., Jamestown, Kan.
 Smith & Craig, Randall, Kan.
 Snyder & Son, Oak Valley, Kan.
 C. H. Sowle, Mt. Hope, Kan.
 C. P. Swank, Vilas, Kan.
 J. W. Thomas, Home, Kan.
 J. B. Ward, Gardner, Kan.
 T. L. Williams, Cherokee, Kan.
 W. Z. Wilson, Crisfield, Kan.
 J. B. Wuester, Home, Kan.
 E. M. Yoder, Yoder, Kan.
 M. L. Marshall, Asherville, Kan.
 Stewart Bros., Skowhegan, Maine.
 Dorman & Sanford, Belchertown, Mass.
 Sheldon & Beebe, Mendon, Mich.
 Sholes & Downer, North Branch, Mich.
 O. M. Atherton, Gaines, Mich.
 Bay City Grain Co., Bay City, Mich.

F. C. Baluss & Co., Blissfield, Mich.
 L. Friendsdorf & Son, Hudson, Mich.
 Geo. R. Hurd & Son, Monroe, Mich.
 Fairfield, Heath & Co., Lenox, Mich.
 J. H. St. John & Co., Utica, Mich.
 St. Paul & Kansas City Grain Co., Minneapolis, Minn.
 S. A. Smith, Austin, Minn.
 H. E. Wyum, Hills, Minn.
 W. A. Feurt, Maryville, Mo.
 H. A. Koster, Platte City, Mo.
 C. S. Maxwell, Clyde, Mo.
 C. M. Sutherlin, Arrow Rock, Mo.
 J. M. Rutherford, Asbury, Mo.
 Frank H. Smith, Fairfax, Mo.
 M. Reed & Son, Drexel, Mo.
 J. W. Bailey & Co., Brock, Neb.
 J. L. Baker, Beemer, Neb.
 C. P. Barlow, Tekama, Neb.
 S. J. Brown, Liberty, Neb.
 James Cannon, Sutton, Neb.
 Wm. Coon, Elmwood, Neb.
 J. N. Decker, Eustis, Neb.
 S. D. Eells, Elmwood, Neb.
 Evans & Hare, South Bend, Neb.
 J. A. Gilbert, Waco, Neb.
 C. E. Gunnell & Bro., Big Springs, Neb.
 P. S. Heacock, Falls City, Neb.
 B. B. Hopper, Waterloo, Neb.
 Hubbell Bros., Bradshaw, Neb.
 J. W. James & Bro., Benedict, Neb.
 H. C. Jeffers, Talmage, Neb.
 Johnson & Russell, Lorton, Neb.
 R. K. Johnson & Co., Valparaiso, Neb.
 Kinsella Grain Co., Colon, Neb.
 M. M. McSwiney, Dawson, Neb.
 John J. Murphy, Rogers, Neb.
 P. F. Murray, Bloomfield, Neb.
 Nelson & Jacobs, Staplehurst, Neb.
 H. J. Rolfs & Co., Gretna, Neb.
 T. W. Smith, McCool Junction, Neb.
 *Smith & Conklin, Minden, Neb.
 W. A. Tarbell, Marquette, Neb.
 The Wilson Grain Co., Grand Island, Neb.
 Tilden Elevator Co., Tilden, Neb.
 W. M. Van Buren & Son, Spickley, Neb.
 Ed. Wenzel & Son, Eagle, Neb.
 H. G. Wilson, Stoddard, Neb.
 E. A. Maust & Son, Falls City, Neb.
 H. E. Clark & Co., Stella, Neb.
 W. H. Austin, Franklin, Neb.
 Geo. Scouler, Superior, Neb., elevators, etc., at Webber, Kan., Lovewell, Kan., and Abdal, Neb.
 John M. Diels, Scribner, Neb.
 G. C. Doebling, Burns, Neb.
 Nelson & Ketels, Bee, Neb.
 J. M. Marsh, Hebron, Neb.
 Wm. Bruce, Bertrand, Neb.
 J. H. Harris, Bathgate, N. D.
 J. A. Kile, Kileville, Ohio.
 Campbell & Pierce, Lewisburg, Ohio.
 T. A. Parry, Lucas, Ohio.
 H. Kneisley, Carroll, Ohio.
 J. W. Long, Florida, Ohio.
 Edward W. De Verna, Dunbridge, Ohio.
 Justin Brewer, Ada, Ohio.
 Horn & Co., Richwood, Ohio.
 D. Gwin Coyner, Snyder, Ohio.
 J. L. Barnes & Son, Milledgeville, Ohio.
 Greenville Grain Co., Greenville, Ohio.
 L. D. Lewis, Hennessey, O. T.
 H. McCarty, Brownsville, Wis.
 A. Matthews & Co., Montfort, Wis.
 Greve & Iversen, New Holstein, Wis.
 J. B. Audley, Hartland, Wis.

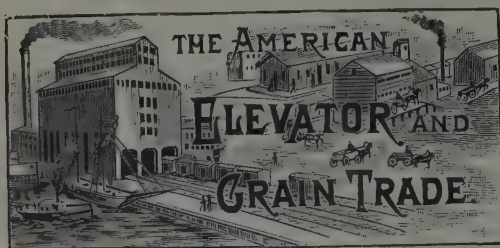
*Favor National Association if elevator men and warehousemen only are admitted.

Regular grain dealers at Chicago, November 9.

Freight agents of the Western roads held a conference in Chicago October 7 to arrange the details for restoring all rates on November 1, in accordance with the presidents' agreement. The latter officers also held a meeting to further consider their new agreement, and to make arrangements for putting it in effect.

In the suit of Irwin, Green & Co., Chicago brokers, who handled the funds of the Fidelity Bank at the time it was wrecked by E. L. Harper, some time ago, and who sought to recover from the Harper estate \$400,000 for margins not covered, Judge Wilson at Cincinnati, September 23, found against the plaintiffs on account of the statute of limitations.

When you talk about there being a better state than Iowa, says an exchange, every Iowa corn stalk shakes its ears, the barley lifts its beard to the gentle zephyrs, the oats are shocked, the hogs laugh and grunt ho! hum! Cabbages shake their heads, the onions rise up in their strength and pull open the flood gates of the defamers lachrymal glands, and each potato puts on his knowing look and winks his other eye.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., OCTOBER 15, 1896.

GRAIN DEALERS WILL MEET TO ORGANIZE.

Regular grain dealers will meet at the new Saratoga European Hotel, 159 Dearborn street, Chicago, at 9 a. m. Monday, November 9, to organize a Grain Dealers' National Association. The good program published in this number is being prepared and this of itself should insure a large attendance. Notice of rates and other particulars regarding the meeting will be sent to all regular dealers who declare in favor of the organization on or before November 3. Dealers should respond promptly and make an earnest effort to induce all the regular dealers of neighboring towns to attend.

SHALL THE COMMISSION MAN BE ADMITTED?

The question, Shall the grain commission merchant be admitted to membership in the Grain Dealers' National Association? has been asked and as yet remains unanswered. It is a point the country dealers, who are supporting the Association, should give considerable study to before passing upon it.

It is not often that the interests of these two classes of regular grain dealers conflict. Some of the interests of each are common to both and each class is interdependent upon the other. The commission men and track buyers would no doubt contribute their share of money and time to the success of the Association, but if they gained control by influence or numbers it would be natural for them to use the Association to promote the exclusive interests of their own class. They might not ignore the interests of the regular country dealer through intent,

but rather owing to the fact that they are not in touch with the vital needs of the country shipper.

Some of the commission men seem to want membership as a means to get a hearing from trade they cannot reach at present, and it would prove of value to them in this line, for a membership would be a virtual indorsement by the Association. Conviction of uncommercial conduct would be followed by expulsion—a thing each would avoid.

The best solution of the problem yet suggested is that the regular commission men and track buyers who do not do business with scalpers and other transient shippers shall be admitted to honorary membership upon the payment of the regular initiation fee. Many commission men are anxious to join; and if the country dealers can see their way clear to admit them without in any way sacrificing their own interests or jeopardizing the success of the Association, they should promptly extend the hand of welcome to them.

ELEVATORS IN THE ARGENTINE.

A concession has been asked by private parties of the Argentine Government, for the building of elevators in the port of Buenos Ayres. Whether this has been granted we have not yet learned, but the discussion of the matter, which we find in the Review of the River Plate, throws light upon the present method of handling export grain in the Southern republic. Perhaps we ought to say lack of method; for in one of the speeches in the Senate, it was characterized as "semi-savage, rudimentary, infinitely inferior to that of any other nation on earth."

Notwithstanding the fact that at a recent exhibition of cereals in Antwerp, one of the Argentine wheats was pronounced the best in the world, the markets of the world do not respond to the verdict, because, Senator Pellegrini says, of this rudimentary method of handling grain. Wheat is exported exactly as it leaves the thrasher. Wheat buyers purchase wheat in different localities and provinces and make up a shipment of all the wheat thus brought together. Argentine wheat cannot be sold by sample, because a cargo is never homogeneous, but made up of grain in all degrees of uncleanness, and of all grades of quality. Very naturally, although the Senator did not say so, the price is pitched at about what the worst cargoes are worth. The only safe way to buy a pig in a poke is to offer the price of the poorest sort of a pig. The wheat trade, under such circumstances, is bound to resemble boys trading knives "unsight and unseen;" boys never trade good knives that way and older people don't trade good money that way either.

It seems that there was some opposition to the granting of the concession to private parties, because some of the Senators thought the government should build the elevators and take charge of the grading and cleaning of grain. A large shipping firm in Buenos Ayres is said to be behind the project. It is not to the interest of Americans that elevator and terminal facilities should be increased in the Argentine, but there is certainly one compensating advantage in it, which is that the whole Argentine surplus will not be thrown on the market as low grade wheat. The sole purpose of building elevators and cleaning houses in Buenos Ayres is to get

a better price for the wheat in the markets of the world. To that extent competition will be modified and in our view be an advantage all around.

BUCKET SHOPS AND THE POST-OFFICE.

Some time ago, under instructions from Washington, the Postmaster at Chicago declined to forward the mail of a bucket shop firm and returned it marked fraudulent. The firm in question applied to Federal Judge Grosscup for an injunction, claiming that the Postmaster was acting beyond his authority in declining to forward their mail matter, and that the act of Congress on which he relied applied only to lotteries and gift enterprises. The matter was referred to a Master in Chancery, who has rendered his decision sustaining the Postmaster.

The language of the law applies not only to lotteries and gift enterprises, but to "all other fraudulent schemes." The Master in Chancery holds that the right to use the mails is subject to such regulations as may be imposed by proper authority. As Congress has vested discretionary power in the hands of an executive officer, the courts cannot interfere by injunction or mandamus with the Postmaster-General's interpretation of such indefinite words as "all other fraudulent schemes." Further, the Master holds that no substantial wrong is done, as the property is returned and the sender is free to employ other agencies in the transmission of his matter. The postoffice simply declines to have the mails used for such matter as its interpretation of the law leads it to class as fraudulent. This effectually disposes of one link in the bogus commission business. Uncle Sam declines to act as messenger, when he knows it, between the horde of bucket shop men, green goods men and their victims.

FREE STORAGE FOR GRAIN AT TERMINALS.

The Great Northern Railroad, which has large grain elevators at Superior and is building another one at Minneapolis, is credited with the intention of furnishing free storage for grain at terminals. This intent has prompted the newspapers to print an unlimited amount of silly, wishy-washy stuff that shows they have forgotten the little they once knew about the grain trade, simply because a large railroad company shows a disposition to furnish free warehouse facilities for grain in the Northwest, as it does for other freight, and as its charter requires that it shall do for all kinds of freight, is not just reason for saying the elevator men of Chicago are panic-stricken.

The elevator men at Chicago are still doing business in the good old way. They rent houses of the railroad companies and sometimes pay for the use of them, too; then they charge the shipper storage, although they mix his grain with stuff supposed to be of the same grade and dock him for ten years' future shrinkage. If he wants to ship it out they deliver any old skin grade grain that will pass the sleepy inspector.

If the roads having terminals in Chicago were to announce that they would furnish free storage for grain received over their lines, the elevator men would then have just cause for be-

coming frightened. The rail carriers cannot expect to escape the requirements of their charters forever, and it seems certain that the day is drawing near when they will be required to furnish warehouses for all kinds of freight.

THE GRAIN CAR FAMINE.

Low freight rates and advancing prices are responsible for a remarkable movement of grain to Chicago and other primary markets. For a week the roads entering Milwaukee have been struggling to prevent a blockade, the receipts at Minneapolis have been enormous, and large at Superior and Duluth. The receipts at Chicago amounted to nearly 34,000 cars during September, and the receipts for this month have averaged over 2,000 cars a day. The movement next month will be less, as the freight rates will be advanced November 1, unless, of course, a farther advance in prices offsets the advance in freight rates.

In the meantime, regular grain shippers in all parts of the surplus grain growing states who have paid demurrage many times in the past are unable to get cars to ship their grain to market or to collect demurrage for the unreasonable delay of their grain at point of shipment. The loss suffered by the regular dealers, who are thus forced to suspend business for a time, is heavy. Many will lose from inability to fulfill contracts, others by decline in prices and still others by interest paid on borrowed money.

Some elevator men have complained recently that they were unable to get cars, although their houses were full and the transient shippers were being accommodated. The carriers seem to be certain that the grain in the elevators must be shipped some time, but are not certain about hauling the grain brought in wagons, so do not heed rules or ordinary sense of justice in distributing cars among shippers. A few law suits or complaints to the Interstate Commerce Commission might go far toward bringing relief to a trade already overburdened with many abuses. The rail carriers will not respect the rights of the country elevator men until they are forced to it.

AMERICAN WHEAT FOR INDIA.

An extraordinary and somewhat anomalous condition of affairs exists in the wheat trade. India has not ceased exporting wheat, and yet cargoes of American wheat have been purchased in San Francisco for shipment to Calcutta and Bombay. Were the tonnage available, there is no doubt that by this time a dozen cargoes of wheat would be on the way to India. Riots have occurred at Delhi, Agra and other points, caused by the high price of wheat, for the native dealers seem to put the price up to a figure that seems exorbitant to purchasers after years of plenty and cheapness. The importation of wheat from California is expected to lower prices, or at least prevent them from going higher.

It was known months ago that the Indian crop was short, but nobody seems to have appreciated the real gravity of the situation. The cry of "wolf" has been heard so often of late years about the coming high price of wheat that no one gave credence to the stories of the Indian shortage. That country seems to be without

any invisible reserve which, in this or other countries, would come forward with any phenomenal advance. March is the harvest month in India, so that four or five months must yet elapse before new wheat can come into market. In the great Northwest province, the principal wheat producing province of India, the shortage is so great that seed wheat must be imported for the next crop.

That Australia and India should both import wheat from our Pacific Coast inside a twelvemonth is indeed extraordinary, but hardly less so than that riots should occur over the high price of a cereal which has been on the down grade for years. Possibly this is an augury that the recent advance in wheat has a more substantial foundation in the exhaustion of the world's reserves than has been the case in recent times, when prices have advanced, only to recede under the first pressure of supplies.

ELEVATOR HAZARDS.

Grain elevators suffer as a class in the rate schedules of insurance companies, largely because of the shortcomings of individual houses in the class. Almost any insurance man will tell you that grain elevators are not profitable business for the companies, and possibly he is correct. The old insurance axiom was to make the rate adequate to the risk, however great the latter might be. The selection and classification of risks and the suggestion of plans to eliminate as much as possible the hazard of fire were held to be of no special concern to the insurance company. It was the business of the insurance company to discover what percentage of cotton mills, flour mills or any other class of buildings burned and make the rate accordingly, with some additions for increased hazard on account of construction or location.

This method of making the rate by finding an average is safe enough for the companies; it affords them an excellent basis for doing business, but it is certainly unfair to a large number of risks in the class, whatever it may be, for it makes the good risks carry the burden of the bad risks. The mutual companies, making a specialty of mill and factory risks, were quick to perceive this. They declined to take some risks at all, where the hazard was too great. Others were insured only on condition of making such changes as would lessen the danger in some directions. Certain means of fire protection were made a condition of the insurance. In a word, by rejecting the worst hazards and improving even the best, they were enabled at once to insure special hazards at less than the rates of the stock companies based on the average hazard of the whole class, while the mutual companies paid losses only on the average hazard of the best risks of the same class.

Elevator rates of insurance bear unjustly and unequally upon many good risks, because the stock companies have not been stimulated to discriminating sufficiently against bad risks and in favor of good risks, by the competition of mutual companies. Consequently the good risks still suffer for the sins of the poor ones. Not long since an officer of a mutual company, which selects its risks, was asked to make a rate on an elevator in Southern Illinois. He looked it over. Cobwebs of the vintage of 1882 and subsequent years festooned the ceilings and hung

like Southern moss from the trees of a Louisiana swamp. Corn silk and dirt abounded everywhere, and the corn sheller was in the building. The railway was handy and everything betokened years of unconscious preparation, by neglect, for the inevitable spark from railway or corn sheller. And the agent calmly said his rate would be 110 per cent. He was perfectly certain that elevator would burn, and he wanted the face of the policy and something more.

Now, the good elevators that are free from many objectionable features have to help carry the 110 per cent. elevators in the matter of insurance rates, to a very large extent. An elevator can be made about the worst risk in the category by simply leaving it alone and taking no measures for its protection. Just neglect it, let it get dirty, pay no attention to the machinery, allow all sorts of accumulations of dirt, chaff, corn silk, cobs and everything else, and some day a malevolent or reckless tramp, a careless workman, an engine spark, a neglected journal box or spontaneous combustion will do the rest.

There are actual fire hazards in the best elevators which cannot be altogether eliminated and can only be minimized. An insurance rate must be adequate to cover these hazards. When that is done a line should be drawn on elevators that invite fire by neglect or preventive measures. An insurance company that exercised discrimination of this kind would not only save money to the safer class of elevators, but would be a pronounced educative influence in raising the standard of elevator risks, just as the mill mutuals have done with flour and other mills. And the matter of giving effect to a movement of this kind should receive the careful consideration of the trade.

The Grain Dealers' Association of Northwest Iowa has commenced another suit to recover part of the extortionate charges mulcted from one of its members by the grain carriers of that district. The carriers may soon learn to give consideration to the demands of fairness in establishing freight rates. The old practice of fixing rates in non-competitive territory without any regard for rates existing to same points from more distant territory must be stopped, and will be if the grain shippers of the country will join hands against discrimination. Shippers, if well organized, could easily secure the return of every overcharge.

The Chicago Grain Receivers' and Shippers' Association has called the attention of members of the Board of Trade to the rule requiring purchasers of grain to furnish public or disinterested certificates of weight. The shortages in receipts were again becoming exasperatingly large and shippers were very properly making complaints, hence this action. If the weighmen were changed about oftener and a stricter watch kept on their work they would be more careful about their work. Civil service rules, state control and inspection of scales and men has brought about a complete reform in Minnesota, and might bring much relief in Illinois. With state weighmen every elevator would have to give public weights, no flimsy excuse would be accepted.

EDITORIAL

MENTION

Go to Chicago November 9.

The grain trade can be relieved of many great as well as petty abuses by a strong national association.

A large number of grain dealers of Nebraska met at Omaha October 10 to organize a strong state association.

Peruse the program for the meeting of grain dealers at Chicago November 9. Then make arrangements to attend.

The grading of barley at all markets should be improved or abolished. At present the inspection is of no value to anyone but the inspectors.

The regular country elevator men cannot, with good grace, sell their grain to transient track bidders and then ask the regular track bidders to refrain from sending bids to farmers, scalpers and irregular country buyers.

With India and Australia buying our wheat and Mexico our corn, it would seem that the farmers who propose to use corn for fuel this winter were a little hasty. At the present rate of export our supply of good wheat cannot last long.

We have received from Flaxseed Inspector S. H. Stevens, of Chicago, samples of No. 1 Northwestern, No. 1 and Rejected flaxseed of the new crop. The new classification of the best seed seems to be meeting with satisfaction from the trade.

The organization of a Grain Dealers' National Association is now assured and regular dealers who have complaints to make should prepare to make them. A written statement, giving all the details, would place the matter in tangible form for the Association to work upon.

The State Grain Commission of Washington has adopted new grades for the ensuing year. The grades will weigh as follows: No. 1 Club, 58 pounds; No. 2 Club, 56 pounds; No. 3 Club, 54 pounds; No. 1 Bluestem, 58 pounds; No. 2 Bluestem, 56 pounds; No. 3 Bluestem, 54 pounds.

Every regular grain dealer who believes those in the business have some rights the carriers, inspectors, insurance companies, terminal elevator men and scalpers should respect must make it a point to attend the meeting in Chicago November 9. Good papers of interest to the trade will be read, a constitution adopted and officers elected for the ensuing year.

A farmer of Clark County, Missouri, tried to exchange 100 bushels of oats for one bushel of clover seed recently, but the dealers of that section are too well posted on the value of the precious stuff. It might prove of profit to a few of the farmers to give more attention to clover seed and less to oats, but of course if the

production of clover seed is as greatly in excess of the demand as the supply of oats, the price will fall to an unprofitable figure.

The members of the Dominion Millers' Association report all the particulars regarding each short weight car received to the Secretary, who keeps a record of it. When a number of shortages can be traced to the same source or to the same shipper, the fact is reported to members. Grain shippers could make like reports to the secretary of their Association with profitable results.

Every public elevator man of South Dakota who stores grain of different owners for a compensation must give a bond to the state and take out a license, the license fee being \$1 for each house operated. Evidently the state is determined to do everything in its power to discourage the proper development of the grain trade in that state. If it proposes to charge for the right to transact business within its borders it should forbid buying and shipping grain by any but regular grain dealers.

The Superior Board of Trade has discontinued its grain inspection and weighing departments and henceforth will use Minnesota inspection and weights, as heretofore. However, the city on the Wisconsin side will be given credit for all receipts and shipments, and the millers will keep a representative on the Superior Board of Trade to buy grain offered for sale. This is good news to the trade at large, for it relieves it of the necessity of dealing with two departments where one is all that is needed.

Elevator men of Ohio and Indiana are buying considerable soft wheat and storing it in piles on the working floor. It is too wet to place in a bin of very deep piles. It is generally bought under protest, but some are paying 30 cents a bushel for it. This is more than it is worth, even to the elevator man, who is prepared to grind it into feed. If it is dried it will lose considerable in weight, and if it is not dried it is likely to spoil. It might be sold to distillers at a fair profit; otherwise it is of value only as feed.

The metric system of weights and measures is the only system now recognized by the Mexican Government. The natural system and the one best suited to the business of the world is rapidly growing in favor, and eventually must be adopted by the United States and Canada. In England the system has recently added the Board of Trade to the list of its supporters and a new bill is now being prepared under the direction of this powerful organization, for submission to Parliament at the opening of the next session.

The Detroit seed firm of Ferry & Co. is determined to test the right of Congress to pass such an act as that which went through at the last session for the gratuitous distribution of seeds. To this end it has applied for an injunction to restrain the Secretary of Agriculture, his assistants and all other persons connected with the department, from executing the law directing the free seed distribution. Ferry & Co. claim that such distribution will damage them \$20,000, and take from them the sale of 5,000,000 packages of seed. It will be remem-

bered that Secretary Morton declined to send out seeds, as his predecessors had done, and Congress passed the bill making it his duty to make a free seed distribution. Mr. Morton would doubtless like to be enjoined from doing something which he regards as a piece of unnecessary extravagance.

If New York State would enact a law describing a public elevator as one which handled the grain of different owners for pay, and then require all public elevators to handle grain for all comers, without discrimination and at the legal rates established, more of the export grain would go out via New York. No disinterested elevator man will deny that seven-eighths of a cent per bushel for transferring grain is extortion. The elevator men of Buffalo and New York City should reduce the fee for transferring grain to a reasonable figure.

The Minnesota Railroad and Warehouse Commission gave a hearing to those who wished to suggest changes in the rules governing the inspection of grain in that state, but made no change. The only suggestion made was by a track shipper, who asked for the repeal of the rule requiring inspectors to make the grade of every car that of the poorest found in the car, if the load bore any evidence of having been plugged or doctored. When the commission refused to grant his request he raved and abused it, but all in vain.

The committee appointed by the Chicago Board of Trade to investigate the advisability of the employes of the Chicago Grain Inspection Department being placed under civil service rules has made a report in favor of such a change, which is given in this number. No doubt an earnest attempt will be made at the next session of the Legislature to have the grain inspection laws amended to provide for such reform. The grain trade will gladly greet any change which will bring a stop to the employment of men whose political affiliations are considered and not their knowledge of or ability to grade grain.

According to the last report of the Bureau of Statistics, breadstuffs exported during September were valued at \$17,054,222, against an amount valued at \$11,130,547 exported in September, 1895; and the exports during the nine months ending September were valued at \$115,424,088, against \$85,325,340, and during the three months ending September at \$44,119,636, against \$29,296,089 during the corresponding period of the previous season. During September 9,649,253 bushels of wheat were exported, against 2,006,877 bushels in September, 1895; and during the three months ending September 22,404,353 bushels were exported, against 13,522,165 bushels in the three months ending September, 1895. Corn exported amounted to 12,930,291 bushels, against 5,569,424 bushels in September, and 29,565,529, against 14,320,001 bushels in the three months ending September. Other grains exported during the three months ending September, compared with the same three months of 1895, were: Rye, 1,786,012, against 198 bushels; oats, 9,933,154, against 1,143,737 bushels; barley, 4,748,515, against 1,270,641 bushels. In the same three months

were exported 4,283,270, against 3,392,971 barrels of flour, 8,109,023, against 9,633,379 pounds of oatmeal, 69,672, against 62,234 barrels of corn meal during the three months ending September, 1895.

The Illinois Supreme Court has denied Murry Nelson's petition for a rehearing of his case against the Chicago Board of Trade. Mr. Nelson was suspended from the Board of Trade two years ago for alleged uncommercial conduct in repudiating an agreement made by an officer of the National Elevator & Dock Co., when the truce was made between the Board and the elevator interests. Mr. Nelson took the case into court, denying the right of the Board to discipline him. The case was decided six months ago in favor of the Board, and he at once petitioned for a rehearing, which is now denied by the Supreme Court.

The percentum of weight grain will lose by shrinkage or the natural evaporation of moisture varies greatly with different grains and seasons. Grain grown in a very wet season must be expected to contain a greater per cent. of water than the same grain grown in a dry season. Then, too, some grain gets soaked in the fields after being harvested. In either case the percentum of shrinkage possible will be greater than usual. The amount of shrinkage which will actually occur depends much on the ventilation, temperature and condition of the air in the place where the grain is stored. If it be dry, hot and well ventilated, the grain will lose most of its moisture; if the place is damp and not ventilated the grain will not lose it, but on the contrary is likely to become musty and may heat and spoil. The percentum of moisture contained is easily determined by placing a sacked sample of the grain which has been carefully weighed, in a small steam-heated room for a couple of weeks and then reweighing it.

Grain Dealers' Associations.

THE GRAIN, HAY AND FEED RECEIVERS' ASSOCIATION OF CINCINNATI.

President, Chas. S. Maguire; secretary, Peter Van Leunen; treasurer, James A. Loudon.

SOUTHERN NEBRASKA GRAIN MEN'S PROTECTIVE ASSOCIATION.

President, George Adams, Weeping Water; secretary, William Coon, Elmwood.

THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

OHIO GRAIN DEALERS' ASSOCIATION.

President, J. W. McCord, Columbus; vice-president, J. B. Van Wagener, London; treasurer, G. T. Chamberlain, Columbus; secretary, Huntington Fitch, Columbus.

GRAIN SHIPPERS' ASSOCIATION OF NORTH-WESTERN IOWA.

President, E. J. Edmonds, Marcus; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

GRAIN DEALERS' ASSOCIATION OF SOUTH-WESTERN IOWA AND NORTHWEST-ERN MISSOURI.

President, R. R. Palmer, Creston, Iowa; vice-president, E. H. Vanschoelack, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg, Iowa.

Trade Notes

It takes a man of shallow brains,
And ignorance surprising,
To argue that there are no gains
From careful advertising.

The regular grain dealers of the country will meet at Chicago November 9. See program.

The Johnson & Field Co., manufacturers of fanning mills at Racine, Wis., assigned recently.

From figures recently published at Munich it appears that some 15,644 gas engines, aggregating 52,694 horse power, are now at work in Central Europe.

A. S. Garman & Sons of Akron, Ohio, report sales during September of 32 two-quart and 21 one-quart grain testers, all of which proved satisfactory to the purchasers.

The gas engine shop of the Keystone Iron Works, G. W. Lamos, proprietor, Fort Madison, Iowa, was burned August 18. Mr. Lamos has repaired damages and is in full running order again.

The E. H. Pease Mfg. Co. of Racine, Wis., writes us regarding its flexible loading spout that it has attained great popularity among users and furnishers, to both of whom it sells large numbers.

Philip Smith, manufacturer of warehouse and elevator machinery of Sidney, Ohio, has issued an illustrated catalogue of his dumps, ear corn elevator and sheller feeder, corn shellers, revolving screens, elevator heads, boots, spouting, etc.

The York Chemical Works of York, Pa., has established a good trade among grain elevator men of the East, who derive good profits from handling its goods. Its poultry food has met with a good demand wherever it has been introduced.

We have received a copy of the first edition of the Hand Book of the National Association of Manufacturers, issued from the Bureau of Publicity at Philadelphia, Pa. It consists of the constitution, list of officers and membership directory of the association.

The Huntley Mfg. Co. of Silver Creek, N. Y., writes us that there is a large demand for oat clippers, and that it is getting its full share of the trade. A good illustration of the Monitor Oat Clipper will be found elsewhere in this issue of the "American Elevator and Grain Trade."

The Weller Mfg. Co. of Chicago, Ill., has been running its plant full time all summer and reports that business has been almost double that of last season. It has recently put in new improved machinery for making pulleys and sheaves and with the additional space of one floor, which it added recently, it is better prepared than ever to take care of business.

In writing us of the state of business The Charter Gas Engine Co. of Sterling, Ill., sends us a large folder containing testimonials from 21 states regarding the use of The Charter Gasoline Engines in elevators and mills. It certainly makes a fine showing, and these testimonials, coming from all parts of the United States, indicate that the gas engine is coming into universal use.

The E. H. Pease Mfg. Co. of Racine, Wis., celebrates the opening of the third season's business with the Racine Corn Shellers and Pease Triple Gear Horse Powers by issuing a neat illustrated catalogue of the company's machinery in those lines. The book contains many illustrations and valuable information regarding the corn shellers and horse powers. Large and small circulars are also issued.

For two weeks, beginning January 25, 1897, a Gas Exposition will be held at Madison Square Garden, New York. The proposed exposition is the first affair of the kind attempted in this country. In a number of European countries, gas exhibitions are a regular feature of each year's entertainments. At the present Berlin Exhibition the gas building is said to be one of the most pleasing, and at the same time a very interesting exhibit. The New York affair will be managed by a board of directors, assisted by an executive committee, both composed

of well-known men interested in the production and use of gas. Gas engines and other machinery will be included in the exhibit. E. C. Brown is the managing director, and his office will be, for the present, at 280 Broadway, New York.

The manufacturer who publishes a complete catalogue of his machines and supplies and neglects to publish an index with it sacrifices much of its value to laziness. An index is a great aid to the catalogue user, it facilitates the work of finding just what he wants. Many a catalogue has been searched in vain for a machine, yet it contained the very thing wanted. A catalogue without an index is forbidding and its use is confined to those who have time to search each page carefully.

The B. S. Constant Co. of Bloomington, Ill., writes us that it is having a good trade in the Constant Dust Collectors. The company sold to the following parties during September: J. A. Simpson, Minonk, Ill.; B. M. Stoddard, Toluca, Ill.; La Rose Grain Co., La Rose, Ill., and J. M. Simpson, Woodford, Ill. Mr. Boston S. Constant informs us that his second claims as sole inventor of the automatic self grain feeder for all kinds of grain, including ear corn, has been allowed. Mr. Constant has invented and patented a full line of grain cleaning machinery. Regarding the grain feeder the company says it expects a larger trade this season than ever before.

REGULAR GRAIN DEALERS WILL MEET.

Regular grain dealers from all parts of the country will meet at the new Saratoga European Hotel, 159 Dearborn street, Chicago, Monday, November 9, to organize the Grain Dealers' National Association. The vote taken by mail was in favor of this time and place for meeting. The following program has been prepared:

PROGRAM.

1. Meeting called to order at 9 a. m.
2. Election of a temporary chairman.
3. Election of a temporary secretary.
4. Appointment of a committee of five to draft a Constitution and By-Laws. [The suggestions of J. T. Merrill in the September and October numbers of the "American Elevator and Grain Trade" would serve as a basis to work from. Regular dealers who cannot attend the meeting can get suggestions before the committee by forwarding same to us.]
5. A paper, "Shortages in Shipments at Terminals; A Remedy," by E. R. Ulrich Jr., Decatur, Ill.
6. A paper, "Who Should be Entitled to Membership in the Grain Dealers' National Association?" by W. H. Chambers, Hepburn, Iowa.
7. A paper, "Lower Freight Rates to Elevator Men Than to Transient Shippers," Wm. Coon, Elmwood, Neb.
8. "The Advantages of Mutual Insurance for Elevator Owners," F. D. Babcock, Ida Grove, Iowa.

AFTERNOON SESSION.

9. Report of the Committee on Constitution and By-Laws.
10. Appointment of a committee of five to nominate permanent officers.
11. "Delay of Grain Shipments and the Reciprocal Demurrage Charge," C. S. Maguire, Columbus, Ohio.
12. "The Liability Release Clause in Railroad Companies' Ground leases," W. L. Barnum, Chicago, Ill.
13. Report of the Committee on Permanent Officers.
14. Installation of Officers. Recess for Enrollment of Members.

EVENING SESSION.

15. Appointment of Committees.
16. "Securing Shippers' Rights from Common Carriers," W. H. Suffern, Decatur, Ill.
17. "The Common Interests of the Country Shipper and the City Receiver," Mr. Bartlett, Milwaukee, Wis.
18. Miscellaneous Business.
19. Adjournment.

Market quotations will be received at frequent intervals during the meeting. Reduced rates have been secured for rooms during the meeting at the new Saratoga European Hotel. An announcement of same will be sent to each regular dealer declaring in favor of the Grain Dealers' National Association on or before November 3. Those who will attend will please reply promptly to notice, which will be sent out on that date, and inform the publishers of this journal whether or not they will be present, so rooms can be reserved for them.

..Points and Figures..

Every regular dealer should make arrangements to attend the meeting of grain dealers at Chicago, November 9.

The Grain Dealers' National Association should have at least 2,500 members. Every regular dealer should send in his declaration promptly and induce others to join.

Something to be borne in mind by the people who believe in no surplus stocks is the always unknown quantity in the invisible held by farmers who believe in higher prices. A good bulge will always bring out a large quantity of this stuff.

License Inspector Langworthy of Kansas City, Mo., is preparing to open a crusade against the grain elevator men. This class of business men has never until now been required to take out licenses, though the city license ordinance requires operators of grain elevators to pay \$100 a year.

F. M. Campbell of Randolph, Iowa, a prominent worker in The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri, writes us these pointed sentences: "Push the good work along. It is only through united effort that the barnacles now hanging to the grain business can be shaken off."

Frank Spurney, who lost his right leg in 1888 by having it caught in the steam grain shovel of an elevator at Elsdon, Ill., was awarded a verdict of \$25,000 by a jury in a Chicago court recently. This was the full amount asked against the Grand Trunk Railway Company for personal damages. The company has moved for a new trial.

Local grain buyers say the shipments of grain from Tacoma to California this season promise to be larger than ever before because a great deal of the wheat east of the mountains was rendered low grade from the effects of the hot winds, and such grain finds a better market in the Golden State than in foreign countries.—Tacoma (Wash.) Ledger.

The following change in the regulations governing insurance of grain in warehouses and on track of elevators has been adopted at Kansas City: "All insurance on grain going to elevators to be unloaded, to be carried by the owners, lessees or operators of the elevators while such grain is on track of the elevators. When grain is for storage the insurance to be carried by the owner of the grain, as soon as he is notified that it is unloaded."

Commissioner Vanlandingham's circular to shippers on the grain situation contains an interesting table, showing the receipts at Kansas City of wheat, corn, oats, rye, etc., during the year 1895. The Burlington is first in receipts of wheat with a total of 4,331 cars; the Missouri Pacific second, with 3,865 cars; the Union Pacific third, with 1,746 cars; and the Santa Fe fourth, with 1,629 cars. In the total receipts of all kinds of grain the Missouri Pacific is first, Burlington second, and Santa Fe third.

During the year ending July the St. Anthony & Dakota Elevator Co. carried no insurance on its line of elevators, and as the company did not have a single fire the plan is being tried again this year. The company usually paid about \$10,000 per year for insurance. However, such a plan can only be successful where the utmost precaution against fire prevails. But under any conditions there is so much danger of fire that cannot be guarded against that insurance is almost a necessity. What is needed is a good mutual insurance company to carry risks on elevators exclusively.

The Metropolitan Bank of Minneapolis has commenced two suits in the District Court against the Great Western Elevator Company and the Minneapolis Flour Manufacturing Company. The suits arise out of a consignment of wheat shipped from Leland, Iowa, to Sunwall & Co., the receipts or certificates for which were delivered, according to the allegations in the complaint, by them to the plaintiffs in the actions. The complaints allege that the cars of wheat, four in the first instance, and one in the second, worth, respectively, \$1,400 and \$350, are de-

tained by the two defendants wrongfully, and that the plaintiff has tendered the costs attached to each consignment to the defendants and now sues to recover the wheat or the alleged value. One hundred dollars and \$50 damages are claimed in each case for detention.

FLAXSEED GRADING POORLY.

The crop of 1895 flaxseed, or rather that part of it received at Duluth, 10,000 cars, was a remarkably clean, plump seed. The total rejected and no grade receipts out of the above total was less than 100 cars.

The 1896 crop started out almost as well, and so far as the plumpness of the seed is concerned there is no change now, but since September 26 the receipts of rejected and no grade have been really alarming. From September 26 to October 7 the total receipts of flax were 1,086 cars, of which 210 went rejected or no grade, almost 20 per cent.

It is barely possible that the increase at this time is due to the fact that we are now getting the flax which was harvested and not thrashed until plowing was finished, and which became field damaged by rain.—Commercial Record.

GRAIN SAMPLES.

Every carload of grain sold on the Kansas City market is represented by a sample, which consists of about two quarts, says the World. Assuming that an average of 50 cars of wheat, corn and oats are sold on 'Change daily, the samples would amount to about 1,000 bushels a year. What becomes of this grain? is a question asked by many persons who visit the busy mart. At first thought one would suppose that it is returned to the cars from which it came. This is not a fact, however. Many of the samples are scattered over the floor as the day's trade proceeds. After business hours, the janitors of the Exchange building have to give the pit a thorough sweeping. What the scrubbers collect is theirs to sell as chicken feed, or to use for any purpose they may choose.

But by far the greater portion of the sample grain is retained by the brokers who handle it. Many members of the Board of Trade have horses or cows at home, and, by treasuring up the sample grain, the animals are given an occasional feed of mixed cereals that would be very expensive if bought in the regular way.

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of September, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	891,150	1,022,250	204,270	688,650
Corn, bushels.....	97,900	90,350	17,150	7,150
Oats, bushels.....	1,785,000	770,000	1,641,550	496,400
Barley, bushels.....	936,800	2,179,000	290,323	537,940
Rye, bushels.....	234,200	104,264	329,597	40,000
Grass Seed, pounds.....	527,185	568,940	482,420	129,435
Flaxseed, bushels.....	90,905	84,675	44,160	44,180
Hay, tons.....	1,598	1,678	180	63
Flour, barrels.....	177,110	231,275	311,698	242,343

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 14 months ending with September, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August.....	1,770,160	1,257,850	1,080,650	538,980
September.....	1,627,480	1,799,050	1,399,514	1,159,125
October.....	1,975,450	1,975,450	1,028,467	1,028,467
November.....	1,202,300	1,202,300	462,422	462,422
December.....	817,650	817,650	452,984	452,984
January.....	498,900	498,900	214,513	214,513
February.....	359,700	359,700	189,892	189,892
March.....	384,450	384,450	303,301	303,301
April.....	247,500	247,500	259,137	259,137
May.....	273,350	273,350	447,311	447,311
June.....	257,600	257,600	257,531	257,531
July.....	409,750	409,750	546,239	546,239
Total bushels.....	3,397,640	9,458,550	2,460,172	5,857,785

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since September 15 has been as follows:

September.	No. 2 R. W. H. T.		No. 2 S. P. H. T.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 3+ BARLEY.		No. 1+ FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	61	61	58	58	20 1/2	21 1/2	...	...	30 1/2	30 1/2	22	22	64 1/2	64 1/2
16.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
17.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
18.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
19.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
20.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
21.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
22.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
23.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
24.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
25.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
26.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
27.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
28.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
29.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
30.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
Oct. 1.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
2.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
3.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
4.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
5.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
6.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
7.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
8.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
9.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
10.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
11.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
12.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
13.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
14.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2
15.....	61	61	58	58	20 1/2	21 1/2	16	16	30 1/2	30 1/2	22	22	64 1/2	64 1/2

*Holiday. +Free on board or switched. †On track.

During the week ending September 19 Prime Contract Timothy sold at \$2.52 1/2 @ 2.57 1/2 per cental, Prime Contract Clover Seed at \$5.50 @ 5.75, Hungarian at \$0.45 @ 0.60, German millet at \$0.40 @ 0.60, buckwheat at \$0.60 @ 0.85 per 100 pounds.

During the week ending September 26 Prime Contract Timothy sold at \$2.50 @ 2.60 per cental, Prime Contract Clover Seed at \$7.00 @ 9.00, Hungarian at \$0.45 @ 0.60, German millet at \$0.45 @ 0.60, buckwheat at \$0.60 @ 0.70 per 100 pounds.

During the week ending October 3 Prime Contract Timothy sold at \$2.50 @ 2.55 per cental, Prime Contract Clover Seed at \$8.00 @ 8.25, Hungarian at \$0.45 @ 0.60, German millet at \$0.45 @ 0.60, buckwheat at \$0.60 @ 0.70 per 100 pounds.

During the week ending October 10 Prime Contract Timothy sold at \$2.50 @ 2.52 1/2 per cental, Prime Contract Clover Seed at \$8.25, Hungarian at \$0.45 @ 0.60, German millet at \$0.45 @ 0.60, buckwheat at \$0.60 @ 0.70 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the fourteen weeks ending October 3, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis.....	7,329,000	5,595,000	7,023,000
Toledo.....	3,710,000	3,351,000	10,319,000
Detroit.....	1,257,000	1,071,000	2,234,000
Kansas City.....	3,588,000	2,780,000	4,417,000
Cincinnati.....	414,000	341,000	423,000
Winter.....	15,328,000	13,138,000	24,446,000
Chicago.....	9,778,000	4,632,000	17,023,000
Milwaukee.....	2,901,000	2,639,000	1,943,000
Minneapolis.....	16,832,000	16,642,000	6,145,000
Duluth.....	19,882,000	14,311,000	10,917,000
Spring.....	49,198,000	38,214,000	45,028,000
Total, bus. 14 weeks...	65,521,000	51,352,000	69,474,000

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of September, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	8,796,638	9,465,614	8,078,020	7,148,852
Corn, bushels.....	34,881	...	38,331	...
Oats, bushels.....	432,356	81,245	584,517	47,072
Barley, bushels.....	663,544	510,777	442,423	120,613
Rye, bushels.....	232,199	93,610	186,801	70,213
Grass seed, pounds.....	...	...	...	...
Flaxseed, bushels.....	733,633	816,662	748,610	292,156
Flour, barrels.....	541,005	515,710	966,190	846,835
Flour production Duluth and Superior.....	312,410	...	407,485	...

The regular grain dealers will meet at the new Saratoga European Hotel, 159 Dearborn street, Chicago, Monday, November 9, to organize a Grain Dealers' National Association.

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during September, 1896 and 1895, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover, lbs.	Other Grass Seeds, lbs.	Flax- seed, bu.	Broom Corn, lbs.	Hay, tons.
1896.....	17,457,492	1,208,497	249,397	1,910,129	1,006,390	18,308
1895.....	10,467,202	475,616	1,890,892	1,876,123	477,950	23,072
Shipments						
1896.....	15,290,615	441,572	1,184,635	1,469,647	1,629,172	3,251
1895.....	13,318,925	288,253	645,357	1,353,817	462,610	4,066

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of September, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,745,190	1,177,964	752,017	459,057
Corn, bushels.....	1,839,464	695,216	2,137,801	426,838
Oats, bushels.....	1,235,390	1,489,146	37,402	98,866
Barley, bushels.....	22,508	7,684	2,200	288
Rye, bushels.....	15,070	9,096	6,534	10,718
Hay, tons.....	12,120	23,898	4,756	7,925
Flour, barrels.....	137,215	79,610	241,328	189,670

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the five weeks ending October 3, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,266,700	678,900	895,000	508,000
Corn, bushels.....	133,000	498,000	102,100	429,000
Oats, bushels.....	116,000	94,000	5,200	79,000
Barley, bushels.....		3,000		
Rye, bushels.....	76,000	18,000	26,000	11,600
Clover Seed, bags.....	14,159	21,312	724	7,856
Flour, barrels.....	6,934	8,250	368,872	133,542

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of September, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, centals.....	2,012,490	680,728	1,988,152	520,204
Corn, ".....	4,675	8,940		1,884
Oats, ".....	61,796	99,938	2,164	2,136
Barley, ".....	837,109	328,406	806,796	228,370
Rye, ".....	3,283	4,372		
Flaxseed, bushels.....	6,819	13,932		
Hay, tons.....	17,552	15,569	781	
Flour, barrels.....	*528,884	*407,506	110,329	520,204

* Quarters.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of September, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	701,278	4,000	547,727	4,676
Corn, bushels.....	328,288	642,865	1,728,762	550,403
Oats, bushels.....	217,810	230,741	38,030	38,589
Rough Rice, sacks.....	75,535	173,613	107,846	168,568
Clean Rice, barrels.....	1,293		23,945	37,288
Flour, barrels.....	43,848	87,210	38,141	20,258

Following is Secretary Smith's account of the movement of rice up to October 1: Rough rice, in sacks: Receipts since August 1, 153,340 in 1896, 227,285 in 1895. Distribution since August 1, 153,501 in 1896, 226,184 in 1895. Total stock in first and second hands: August 1, 83,223 in 1896, 45,469 in 1895; September 1, 115,373 in 1896, 41,525 in 1895; October 1, 83,062 in 1896, 46,570 in 1895. Clean rice, in barrels: Receipts, since August 1, 1,667 in 1896, none in 1895. Sales reported since August 1, 34,622 in 1896, 50,885 in 1895. Stock in first and second hands: No. 1, September 1, 5,942 in 1896, 5,240 in 1895; October 1, 12,653 in 1896, 13,175 in 1895; No. 2 September 1, 1,029 in 1896, 1,334 in 1895; October 1, 496 in 1896, 3,212 in 1895.

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of September, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	200,400	120,800	143,000	43,200
Corn, bushels.....	1,366,850	1,120,710	645,800	485,880
Oats, bushels.....	1,767,400	1,065,500	1,537,400	1,687,150
Barley, bushels.....	36,300	73,500	20,300	40,600
Rye, bushels.....	7,800	6,600	3,000	2,400
Mill Feed, tons.....	570	885	1,131	3,861
Seeds, pounds.....	366,000	774,000	345,700	54,640
Broom Corn, pounds.....	165,000	210,000	174,600	121,450
Hay, tons.....	830	3,070	350	1,360
Flour, barrels.....	40,650	20,169	67,650	22,650
Spirits and Liquors, bbls.....	1,125	1,350	24,100	14,419
Syrup and Glucose, bbls.....	850	853	40,065	22,995

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of September, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipments by Canal.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	9,415,245	7,476,670	1,880,369	1,635,290
Corn, bushels.....	4,821,419	5,351,572	159,578	721,561
Oats, bushels.....	1,138,710	1,737,203	1,579,413	258,655
Barley, bushels.....	1,006,312	762,680	558,528	249,431
Rye, bushels.....	873,337	70,000	739,957	
Grass seed, bags.....	6,348	2,751		
Flaxseed, bushels.....	2,441,164	869,855	*11,689,426	*10,763,238
Hay, bales.....	27,157			
Flour, barrels.....	1,213,988	1,110,308	12,450	

* Pounds.

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of September, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	9,239,850	9,987,250	1,184,950	1,252,710
Corn, bushels.....	35,940	39,780	4,080	1,730
Oats, bushels.....	715,820	563,730	472,700	285,350
Barley, bushels.....	227,060	199,170	68,530	32,770
Rye, bushels.....	82,960	57,420	95,570	53,080
Flaxseed, bushels.....	146,310	449,270	72,630	251,150
Hay, tons.....	1,916	1,916	40	121
Flour, barrels.....	11,619	7,821	1,207,771	969,145

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of September, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	491,515	296,015	323,161	296,048
Corn, bushels.....	90,330	110,722	90,646	88,180
Oats, bushels.....	179,598	122,189	62,999	27,887
Barley, bushels.....	11,600	11,600		
Rye, bushels.....	228,815	8,390	261,628	12,877
Hay, tons.....				
Flour, barrels.....	16,050	12,225	7,100	15,820

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of September, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	105,483	82,128	85,429	83,642
Corn, bushels.....	135,986	174,128	29,498	22,658
Oats, bushels.....	538,584	419,158	318,690	95,734
Barley, bushels.....	39,900	89,110	50	1,487
Rye, bushels.....	39,095	30,152	26,703	1,641
Clover Seed, bags.....	1,282	3,964	1,288	2,156
Timothy Seed, bags.....	22,127	14,841	13,302	9,064
Other grass seeds, bags.....	2,728	5,518	4,474	5,814
Hay, tons.....	5,343	6,091	2,095	1,160
Flour, barrels.....	269,484	95,051	232,594	71,475
Malt, bushels.....	50,914	48,470	87,067	45,262

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Oct. 10, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany.....		40,000	75,000		
Baltimore.....	941,000	1,064,000	925,000	140,000	
Boston.....	1,232,000	306,000	138,000		
Buffalo.....	2,261,000	364,000	205,000	107,000	387,000
Chicago.....	14,614,000	6,885,000	2,319,000	548,000	356,000
do. afloat.....					
Cincinnati.....	1,000	2,000	13,000	1,000	32,000
Detroit.....	538,000		58,000	42,000	
Duluth.....	5,583,000	10,000	239,000	255,000	524,000
do. afloat.....					
Indianapolis.....	267,000	22,000			
Kansas City.....	590,000	9,000	94,000	3,000	
Milwaukee.....	432,000	71,000	1,000	136,000	126,000
do. afloat.....					
Minneapolis.....	13,545,000	11,000	194,000	6,000	12,000
Montreal.....	512,000	26,000	279,000	10,000	43,000
New York.....	4,627,000	2,669,000	2,253,000	335,000	122,000
do. afloat.....	128,000		105,000	25,000	80,000
Oswego.....	28,000	32,000			20,000
Peoria.....	208,000	123,000	488,000	12,000	3,000
Philadelphia.....	495,000	812,000	92,000		
St. Louis.....	3,420,000	194,000	182,000	15,000	
do. afloat.....			79,000		
Toledo.....	782,000	20,000	391,000	64,000	
do. afloat.....					
Toronto.....	164,000		64,000		28,000
On Canals.....	712,000	17,000	787,000	189,000	471,000
On Lakes.....	1,284,000	1,904,000	555,000	143,000	716,000
On Miss. River.....	40,000	147,000	36,000		
Total.....	52,434,000	14,468,000	9,533,000	2,031,000	2,920,000
Corresponding date 1895.....	44,481,000	5,375,000	4,029,000	760,000	3,026,000

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from the United States to be as follows:

Countries.	Month ending Aug. 31.		Eight months ending Aug. 31.	
	1896.	1895.	1896.	1895.
United Kingdom.....	4,607,166	3,075,936	26,973,337	30,905,599
Germany.....	120,415	24,000	981,449	757,434
France.....	40,000	32,000	94,120	870,534
Other Europe.....	672,766	236,649	5,679,617	7,366,760
British North America.....	921,207	800,507	3,102,772	2,960,134
Mexico.....			1,047	2,734
Central American States and British Honduras.....	7,411	4,777	46,294	45,544
West Indies and Bermuda.....	24	2,628	5,270	9,168
Brazil.....		13		13
Other South America.....	337	606	2,235	3,024
British Australasia.....	248,431		2,121,739	
Asia and Oceania.....	1,768	1,790	8,844	21,711
Africa.....	73,511	63,180	2,109,218	98,322
Other countries.....			14	23
Total bushels.....	6,693,036	4,244,085	41,125,966	48,041,000

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending Aug. 31.		Eight months end- ing Aug. 31.	
	1896.	1895.	1896.	1895.
United Kingdom.....	4,104,723	2,555,433	39,993,941	17,490,450
Germany.....	1,724,128	516,028	10,781,044	3,567,139
France.....	369,860	25,714	3,705,597	618,640
Other Europe.....	2,328,432	1,062,745	16,621,440	4,734,816
British North America.....	1,917,373	569,959	5,829,974	3,059,026
Mexico.....	1,072,437	54,314	2,671,312	129,542
Central American States and British Honduras.....	6,821	6,755	61,628	78,183
Cuba.....	101,935	27,606	293,979	151,180
Puerto Rico.....	.....	.....	495	100
Santo Domingo.....	99	.....	1,617	1,382
Other West Indies and Bermuda.....	41,706	53,508	434,043	415,865
South America.....	2,765	16,699	36,304	62,751
Asia and Oceania.....	600	1,772	19,719	5,959
Other countries.....	145,940	.....	2,690,690	2,803
Total bushels.....	11,816,289	4,890,593	77,113,783	30,297,936

ELEVATOR

GRAIN NEWS

An elevator is being erected at Lake Benton, Minn.
M. Camp is building a grain elevator at Bement, Ill.

A new elevator will soon be erected at Metcalf, Ill.

Hartley Bros. have leased an elevator at Wolcott, Ind.

D. C. Sullivan is erecting an elevator at Wilmet, S. D.

The new elevator at Richmond, Me., is nearing completion.

An elevator is being erected for the flour mill at La Veta, Colo.

T. H. Kellett has built a 25,000-bushel elevator at Sewell, Man.

H. D. Wagner contemplates erecting an elevator at Hincley, Ill.

F. C. Gibbons has engaged in the grain business at Stockton, Cal.

L. D. Carter, broom corn broker of Oakland, Ill., assigned recently.

The Carnduff Elevator Co. is completing an elevator at Elva, Man.

D. F. Bristow's elevator at Sullivan, Ill., was sold at auction October 3.

Jackson & Cavitt have engaged in the grain business at Woodland, Ill.

M. S. Collier has sold his cottonseed oil mill and gin at Spurger, Texas.

Tod Kincaid has overhauled and improved his elevator at Owosso, Mich.

The Winona & Dakota Grain Co. will build an elevator at Moritz, S. D.

The M. & N. Elevator at Euclid, Minn., has been overhauled and repaired.

The grain dealers of Homer, Ill., are said to be refusing to buy new oats.

The new elevator at Spencer, Iowa, has been completed and is in operation.

F. B. Wood & Co. have retired from the grain business at Owosso, Mich.

N. Lawrence & Co. are preparing to erect an elevator at Dobbs Ferry, N. Y.

Keller & Dobbyn have erected a 25,000-bushel elevator at Whitewater, Minn.

Lockridge Bros., grain dealers and bankers of Pawnee, Ill., have assigned.

Thomas Christenson & Co.'s elevator at Wilder, Minn., is nearing completion.

W. O. Sidman has succeeded Matteson Bros., dealers in grain at Osmond, Neb.

G. W. Clapp has engaged in the grain and hay business at Northboro, Mass.

The new elevator at De Pere, Wis., will be completed by the end of October.

Three new elevators have been erected at Minnesota Lake, Minn., this season.

Ira P. Elgin, dealer in grain and hay at St. Helena, Cal., has sold out his business.

It is reported that A. L. Jackson is going to build an elevator at Portland, Iowa.

DeCon Bros. are buying grain at Woodbine, Iowa, where they have a warehouse.

Edwin Darling's new grain elevator at Darlington, Pawtucket, R. I., is completed.

Asa Harrington has retired from the grain and feed business at Adams, Mass.

John Kreuder, dealer in grain and produce at Akron, Ohio, assigned recently.

Summerour Bros., dealers in grain at Vernon, Texas, have removed to Georgia.

McConnell & Hudson have succeeded H. P. Hudson, seed dealer of Wayland, Mich.

E. D. Risser has traded land for the grain business of F. R. Pfeiffer at Ludlow, Ill.

E. C. Hellickson is operating the Farmers' Elevator at Preston, Minn., this season.

J. A. Miller has purchased and is now operating M. C. Ott's elevator at Wilton, Iowa.

The Green Bay Elevator Co., which was recently organized at Green Bay, Wis., by W. W. Cargill and

others, is working day and night on the erection of its new elevator at Green Bay.

John Luberton has succeeded to the grain business of John Bath & Bro., Abbott, Iowa.

The stock of the Salt Lake Grain Co., Salt Lake City, Utah, has been sold by the sheriff.

Heaton Bros., grain dealers at Pierson, Iowa, have placed a grain cleaner in their elevator.

J. P. Vallee & Co., dealers in grain, etc., at Montreal, Quebec, have dissolved partnership.

Deyell & Co., grain dealers of Souris, Man., have erected elevators at Deloraine and Reston.

Myers & McCowen, grain merchants of Newman, Ill., are erecting an elevator at that place.

C. S. Lee, commission merchant of Kansas City, Mo., has temporarily retired from business.

Benninghoff, King & Powell, dealers in grain, etc., of Leon, Iowa, have dissolved partnership.

The Huntington Seed Co. of Indianapolis, Ind., has been placed in the hands of a receiver.

Harvey & Henry's flour mill at Black Rock, Buffalo, N. Y., will be converted into an elevator.

Lindblom & Co., grain and stock brokers of Chicago, have established an office at Minneapolis.

The Westbrook Grain and Commission Co. of Pine Bluff, Ark., will build an elevator at that place.

J. A. Goodall of Belwood has leased an elevator at Arthur, Ont., where he has established a buyer.

J. E. Stanton is again running his elevator at Wau-pun, Wis., and is dealing in grain, flour and feed.

J. P. Barnum's elevator at Prairie du Chien, Minn., which had been closed, is now in operation.

Warren F. Lowe has purchased the grain business of the Old Town Grain Store at Old Town, Maine.

An elevator is to be built at a new town which has sprung up at Lloyd Ewing's farm near Casey, Ill.

Thompson & Wallace have succeeded Thompson & Pauley, dealers in grain and coal at Vinton, Iowa.

C. W. Gillam has completed his new elevator at Wilder, Minn., and Mr. Allen has taken charge of it.

The Royal Elevator Co. has completed a 16,000-bushel elevator with a flat house annex at Manford, N. D.

Stephen A. Billings has succeeded Billings & Hallock, dealers in grain, feed and flour at Meriden, Conn.

W. V. Rowe of Atalissa, Iowa, assigned recently with liabilities of \$16,000, and assets about the same.

Fargo Bros., dealers in grain, etc., at Cascade Springs, S. D., are closing out their business at that place.

S. G. Liscomb, grain dealer of Dunlap, Iowa, is reported to be paying to farmers \$400 per day for wheat.

Rutledge & Buck are contemplating rebuilding their elevator at Leroy, Ill., which was burned recently.

Marriott & Gantner will engage in the grain business at Cowling, Ill., for which they will erect an elevator.

Pryer & Hooley, grain dealers of Holyoke, Mass., have dissolved partnership and discontinued their business.

Bender Bros. have repaired and improved their elevator at Sexton, Iowa, and are doing an increased business.

The Farmers' Elevator at Pine Island, Minn., is completed and now in operation. M. E. Billings is the buyer.

W. H. Kilgore, general merchant of North Waterford, Maine, has opened a grain and flour store at that place.

The National Rice Milling Co.'s mill at Wilmington, N. C., is now in operation and will continue for the season.

Murphy & Emerson have engaged in the grain business at Loyal, Wis., where they have erected a warehouse.

The Missoula Mercantile Co. of Anaconda, Mont., has let the contract for the erection of a large grain warehouse.

Robt. D. Eaton, grain dealer of Norwich, N. Y., writes us that he has completed the rebuilding of his elevator.

W. H. Dye, miller of Columbus Grove, Ohio, has let the contract for the erection of a new elevator at that place.

Nicholas J. Ellis, grain exporter and wholesale flour merchant of New York City, assigned recently to J. F. Horan, with preferences of \$5,949. In Octo-

ber, 1891, Mr. Ellis succeeded to the business of E. R. Livermore, with whom he had been employed for 20 years.

Reynolds & Wolters, grain dealers of La Grange, Texas, have erected a new building to carry on their business.

Wm. M. Smith has purchased Scott Bros' warehouse at Paris, Ill., where he will engage in the grain business.

James Stewart & Co. of St. Louis, Mo., are erecting a 500,000-bushel elevator at East St. Louis for P. P. Williams.

J. G. Wright & Co. inform us that they have succeeded Chalenor & Co. in the grain business at Palouse, Wash.

The Sidell Elevator & Grain Co. of Sidell, Ill., is building 200 feet of cribs at Maizetown, Ill., where it will buy corn.

Two new elevators were recently put in operation at Tyndall, S. D., and there are now eight grain buyers at that place.

Joseph Otstot has been made special partner in the firm of Tuttle & Tuttle, grain merchants of Springfield, Ohio.

Williams Bros. are erecting a 20,000-bushel elevator at Sutherland, Iowa. Ed. Lindstrum will buy grain for the firm.

J. L. Bach, grain dealer of Atwood, Ill., has overhauled and improved his elevator preparatory to receiving new grain.

Rallsback's elevator at Waverly, Neb., has been overhauled and repaired and a new foundation has been put under it.

Frank Guidinger is buying grain at Bethany, Minn., for G. C. Stevenson & Co., grain dealers of St. Charles, Minn.

It is reported that the Southern Ry. Co., whose office is at Washington, D. C., will erect an elevator at Brunswick, Ga.

B. A. Lockwood, dealer in grain and lumber at Ames, Iowa, has overhauled and improved his elevator at that place.

John Lowry, formerly a farmer near Fairland, Ill., is now operating the Hudnut Elevator at Fairland, and is buying grain.

The H. J. O'Neill Grain Co. of Winona, Minn., has increased the amount of its capital stock from \$200,000 to \$300,000.

Briggs & Co. have overhauled and repaired their elevator at North Attleboro, Mass., preparatory to receiving new grain.

The C. R. I. & P. R. R. elevator in Armourdale, Kansas City, has been overhauled and repaired and the capacity increased.

Watkins & Co. of Sheldon, Ill., have installed one of The B. S. Constant Co.'s Ear Corn Feeders in their elevators at that place.

The Crowley Rice Milling Co. of Crowley, La., has put its mill at that place in operation again, and is buying new rice.

The International Grain & Export Co. has opened an office at Winfield, Kan., where W. H. Kuncie has charge of the business.

F. G. Jones has purchased of Douglass & Stewart, Oregon, Ill., two large brick elevators and an oatmeal mill at that place.

Spangler & Burington, grain dealers of Atlantic, Iowa, have dissolved partnership, Mr. Burington continuing the business.

Fickle & Riley have begun the erection of a new elevator at Tuscola, Ill., to take the place of the one recently destroyed by fire.

D. B. Hodgkins' Sons of Gloucester, Mass., have purchased the grain and hay business of F. B. Lambert at Manchester, Maine.

Geo. E. Hayes has begun an action against The Boston Stock and Grain Co. at Minneapolis to collect \$1,022.17 on a promissory note.

A. Markel has purchased the engine room of the Northern Pacific Elevator Co. at Perham, Minn., and is using it at his warehouse.

Maratt & Gauter is the name of a new firm organized at Cowling, Ill., to engage in the grain business. An elevator will be erected.

A 25,000-bushel elevator will be erected at Marshfield, Wis., and will be operated in connection with Peter Rasmussen and Frank Linster.

The McLaughlin Elevator Co. has been incorporated at Ada, Minn., with a capital stock of \$30,000, by D. F., A. J. and M. B. McLaughlin.

Mickelwait & Young of Macedonia, Iowa, will rebuild their elevator and feed mill, recently destroyed by fire. The new building will be covered with an iron roof and steel siding and contain a full line of

modern machinery, power being supplied by a 30 horse power gasoline engine. J. A. Campbell & Son of Lincoln, Neb., have the contract.

The Globe Elevator Co.'s and the Belt Line and Cargill elevators at West Superior, Wis., have been reopened under Minnesota inspection.

Burglars broke into M. Joice & Son's elevator at Memphis, Mich., September 23. They broke open the safe, but secured nothing of value.

The Hayward Lumber Co. of Hayward, Cal., has engaged in the grain and hay business, having erected a large warehouse at that place.

Grain men at Gridley, Ill., have contracted for several thousand bushels of new corn at 15 cents per bushel, to be delivered before January 1.

The grain dealers of Sargent Bluff, Iowa, W. L. Koon & Co., Barnard Bros and Hendee & Wall, report a lively grain business at that place.

The Lake Charles Rice Milling Co. of Lake Charles, La., has purchased some new rice milling machines from The Nurdyke & Marmon Co.

Four elevators have been erected at Winnebago City, Minn., this summer, by F. H. Peavey & Co., Hubbard & Palmer and Fraser, Austin & Co.

J. C. Underhill & Co. of Wenham Depot, Mass., have purchased and are now carrying on Lester E. Libby's grain and hay business at that place.

F. W. Simonds & Son, grain and hop exporters of New York City, have reorganized the firm and are carrying on business under the same name.

James E. Sherwood of Sherwoodville, N. Y., has purchased and is now conducting E. A. Cooper's grain, feed and milling business at Suffern, N. Y.

C. D. Kessler & Co., grain dealers of Van Orin, Ill., assigned recently for the benefit of creditors. The assets and liabilities are estimated at \$7,000.

The Danbury Milling Co. of Danbury, Conn., has engaged in the feed business, having placed a large mill in its elevator at Danbury for grinding feed.

The Horace E. Kinney Co. has been incorporated at Indianapolis, Ind., with a capital stock of \$15,000, and will operate an elevator and deal in grain, etc.

Seeley, Son & Co. of Fremont, Neb., has completed the construction of a dry kiln for chicory roots at Fremont, which has a capacity of 50 tons per day.

J. M. Dunlap of Franklin, Ind., has been improving his elevator and has bought an ear corn elevator feeder of The B. S. Constant Co. of Bloomington, Ill.

The E. B. White Co., grain exporter of St. Louis, Mo., has established a branch house at Galveston, Texas, where John H. Hundley manages the business.

H. B. Hutchinson and W. T. Hutchinson have formed a partnership at Joliet, Ill., and have succeeded F. E. Rudd, dealer in grain, hay, flour and feed.

The North Dakota Millers' Association will erect a large elevator at Crookston, N. D., this year, which will be used in connection with its large mill at that place.

L. T. Aldinger has purchased C. E. Achorn's elevator at Sutherland, Iowa, and succeeded to his business October 1. George Bethel is Mr. Aldinger's assistant.

F. Z. Ames of Rutland, Ill., is putting a B. S. Constant Low Down Receiving Separator in his elevator to reclaim the grain before it is put in store and loaded out.

John Lunn, wholesale grain dealer of Philadelphia, Pa., made an assignment recently for the benefit of his creditors. The liabilities amount to \$73,000, assets \$30,000.

J. G. Gebhard, formerly manager of the Interstate Grain Co.'s elevator at Bellingham, Minn., has resigned his position and is now buying grain on his own account.

Bernheim Bros. of Louisville, Ky., have had plans prepared for a new distillery which they will build. A 500-bushel plant, to cost from \$50,000 to \$60,000, is contemplated.

E. C. Dickinson has retired from the firm of Yaple & Co., grain dealers of Ripon, Cal. Perry Yaple and J. S. Moulton, the other members of the company, have continued the business under the old firm name.

James Stewart & Co. of St. Louis, Mo., have completed the 1,000-bushel elevator for the Illinois Central R. R. at New Orleans, La., and are constructing a cleaning house of 250,000 bushels' capacity.

Elevator building in Manitoba was not as active this season as last year, though quite a number of new elevators have been erected. Manitoba is already remarkably well supplied with elevators. Almost every little hamlet or village along the railways has one or more grain elevators, and this fact,

combined with the light crop this year, led to the impression that very little elevator building would be done this season.

Farmers in the vicinity of Reston, Man., have organized a company to engage in the grain business, for which purpose they are erecting a 25,000-bushel elevator.

The new elevator at Carbondale, Ill., is now completed and in operation. It has a capacity of 50,000 bushels, and a 10-horse power gasoline engine supplies the power.

Bugbee Bros., dealers in grain and feed at Williamantic, Conn., have dissolved partnership, and both partners of the former firm are continuing in the same line alone.

K. K. Liquin, grain dealer at Dysart, Iowa, has purchased the boiler and machinery of the burned elevator at Elberon, which he will place in his elevator at Dysart.

R. P. Roblin, grain dealer of Winnipeg, has bought the Balgonie Elevator and also the Bell Elevator at Indian Head, Assiniboia, and the farmers' elevator at Killarney, Man.

Robertson & Co., dealers in grain and lumber at Rio, Wis., have dissolved. Caldwell & Wilson will carry on the grain business, and D. Robertson the lumber business.

William Felkner, grain dealer of Downey, Iowa, denies the report that he has made an assignment. On the contrary, he is doing a good business and means to continue it.

Wm. Scott & Co. of Indianapolis recently bought two of The B. S. Constant Co.'s Grain Feeders for their elevator at Monroe, Ind., which they have overhauled and improved.

R. D. Martin & Co., grain merchants of Winnipeg, Man., have built six 25,000-bushel elevators this season, located at Nesbit, Ninga, Souris, Reston, Carievale and Carnduff.

The Kilmer Commission Co., hay, straw and grain dealer of Chicago, Ill., has been reorganized, Elmer B. Kilmer retiring and Wm. H. Moorehead being admitted to partnership.

George Cassidy's new grain and produce warehouse at Richardson switch, Standish, Mich., is nearing completion. Mr. Cassidy intends to carry on an extensive business.

Through its New Orleans representative The Nurdyke & Marmon Mfg. Co. has received the contract for a complete line of rice milling machinery for the Independent Rice Mill Co.

Captain J. W. Smith, who represents Geo. W. McNear at Stockton, Cal., is said to be doing a rushing business, being one of the largest buyers and heaviest shippers in the market.

An elevator has been erected at Baird Siding, N. D., and is in charge of Mr. Dennett. It is equipped with improved machinery, and a gasoline engine supplies the power.

S. J. Brown, grain dealer of Liberty, Neb., informs us that he has remodeled his elevator at that place, and put in an oats clipper. He looks for an increased business this season.

J. N. Heator, Kansas City representative of The S. Howes Co., recently sold a No. 4 Eureka Scourer to F. A. Farmer for the Kaw Elevator, this being the second one sold for that house.

Emil Meyer, grain broker and member of the San Francisco Produce Exchange and Call Board Association, suspended business September 30, being caught short when wheat advanced.

C. C. Aldrich, grain dealer of McLean, Ill., has removed his old corn cribs to a new location, and is erecting a warehouse which will be equipped with new shelling and elevator machinery.

It is reported that grain buyers of Cherokee, Iowa, are making things lively by trying to outbid each other in buying grain. Farmers come long distances to take advantage of the fight.

E. J. Schneider, dealer in grain and hay at Amery, Wis., has remodeled his elevator, added cleaners and clipping machinery for handling oats, and will manufacture and sell buckwheat flour.

J. H. Furlow has sold his interest in and retired from the Hardwick Elevator Company of Hardwick, Minn. Mr. Furlow's interest was purchased by his partners, Messrs. Jargo and Halvorson.

J. S. Metcalf & Co. of Chicago have made the plans and received the contract for the construction of the 300,000-bushel elevator for the sugar refinery at Rockford, Ill. It will be ready to receive grain by December 1.

The Marfield Elevator Co. of Winona, Minn., announces the following rates for storing grain at its houses in South Dakota: For receiving, insuring and delivering, first 15 days 2 cents per bushel. If purchased by the company no charge will be made for first 15 days' storage. After first 15 days

one-half cent per bushel for each 15 days or part thereof, for first three months; after first three months, one-half cent per bushel for each 30 days or part thereof.

Mobile, Ala., is experiencing for the first time in its history an influx of grain. This is caused by the establishing of its elevator, which has recently received 250,000 bushels of wheat for export.

W. R. Sterrett of Cedarville, Ohio, is erecting a 10,000-bushel elevator at that point, and has placed his contract with The Case Mfg. Co. M. Shaner, representing the Case Co., secured the order.

The Handel Warehouse Co. has been incorporated at St. Louis, Mo., with a capital stock of \$25,000, to engage in a general warehouse and storage business. H. Handel owns a majority of the stock.

Rosenbaum Bros., grain commission merchants of Chicago, Ill., have leased the B. & O. elevator at Sandusky, Ohio. An addition to the elevator now in course of erection will about double its capacity.

The Brocton Elevator Co. of Brocton, Ill., which operates an elevator at that place and at Bowman, Ill., is reported to be doing a good business. The business at Brocton is in charge of J. W. Cryder.

J. P. Sailor has opened a grain and stock exchange at Trenton, Mo., where, he says, he will "be glad to explain the system of trading for future delivery to all who do not understand it," suckers preferred.

G. W. West, grain merchant of Terre Haute, Ind., has purchased W. H. Vollmer's warehouse at Vincennes and will build an addition and make improvements for handling grain in large quantities.

The Weller Mfg. Co. of Chicago has recently furnished a complete elevator outfit for A. Waller of Henderson, Ky., and a large amount of elevator machinery for the Great Northern Elevator at Minneapolis, Minn.

W. J. Dohney, who has been operating a "board of trade" at Bloomington, Ill., has removed to Cleveland, Ohio, and engaged in the same kind of business. He found "speculation" at a dead standstill in Bloomington.

Grain buyers of McLean, Ill., are reported to have contracted for about 75,000 bushels of corn which is now being delivered. The streets of that town are crowded with teams, and the elevators are worked to their full capacity.

The Industrial Co. has been incorporated at Duluth, Minn., with a capital stock of \$50,000, for the purpose of operating elevators, mills, docks, etc. The incorporators are W. S. Moore, O. M. Bradley and J. W. Schellenberger.

The Kendrick Grain Co. of Kendrick, Idaho, is erecting a 23,000-bushel elevator at that place, and will commence the construction of another house immediately. John Long, an experienced grain man, has the houses in charge.

The Carbondale Mill & Elevator Co. has been incorporated at Carbondale, Ill., with a capital stock of \$5,000. The incorporators are A. O. Harker, F. A. Prickett, J. M. Dillinger, Wm. A. Schwartz, J. D. Peters and E. E. Mitchell.

It is reported that the Minnesota and North Dakota Elevator Co. has closed six of its elevators in the Red River Valley because no grain has been offered. Last year a total of 80,000 bushels of wheat was taken in at those points.

The Carbondale Mill & Elevator Co. has been incorporated at Carbondale, Ill., with a capital stock of \$5,000. The incorporators are O. A. Harker, F. A. Prickett, J. M. Dillinger, Wm. A. Schwartz, J. D. Peters and E. E. Mitchell.

The Fairport Elevator & Warehouse Co. of Fairport, Ohio, received and forwarded 2,000,000 bushels of grain at its elevator, and 525,000 tons of package freight at its warehouse, during September, breaking its record for a month's business.

The St. Anthony & Dakota Elevator Co. of Minneapolis intends to erect four new elevators, one at Andover, Climax, Nielsville, one at the Marsh River crossing of the Halstead line, and a fifth may be erected between Andover and Climax.

Elam Fouts has commenced the erection of an elevator at Antwerp, Ohio, where he has been given a bonus. The main building will be 40x26 feet in size, will have three wagon dumps and all necessary machinery, and be run by steam power.

The Superior & Northern Elevator Co. has been incorporated at Superior, Wis., with a capital stock of \$600,000 to lease elevators and carry on a grain business. The incorporators are O. H. Perry, H. A. Johnson, C. T. Landswick and Frank A. Ross.

D. A. Robinson, elevator architect and builder of Chicago, Ill., has secured the contract for the erection of an elevator at Minneapolis, to take the place of Elevator A2, which burned some time ago. It will be built for the Great Northern Railroad, and will cost \$200,000. It will be 98x338 feet, and 150 feet high, solid frame, covered with iron, and will be

equipped with all necessary machinery. The capacity will be 1,500,000 bushels. The old brick engine and boiler house will also be rebuilt and refitted.

H. E. Getts & Son, dealers in grain and hay at Whitehall, Wis., assigned September 29 to E. N. Trowbridge on account of the hard times. The firm had been in business for 22 years, and operated grain warehouses at Whitehall, Eleva, Strum, Osseo and Mondovi.

The Galveston Wharf Co. of Galveston, Texas, has changed its plans regarding the erecting of an elevator and cleaning house at that place, and now advertises for bids for the construction of a 600,000-bushel elevator. It will be equipped with cleaning machinery.

Seeley, Son & Co., elevator builders of Fremont, Neb., are building a 15,000-bushel elevator at Marysville, Kan., for David Daikers. The elevator will have a full equipment of machinery, including a corn sheller and a 3-roller feed mill. A gasoline engine will supply the power.

The Pelican Rice Mill at Mermentau, La., is completed and ready for operation. The mill has a guaranteed capacity for milling 1,200 sacks of rice in twenty-four hours. The entire mill will be lighted by electricity, for which purpose a 100-light dynamo has been provided.

Gilbert M. Spier has been appointed receiver for the firm of Kennett, Hopkins & Co., grain and stock brokers of New York City. The firm has nothing to do with the firm of Kennett, Harris & Co. of Chicago. The firm was dissolved last April, and this action is merely a matter of form.

T. O. Tollefson and J. H. Furlow have formed a partnership for the purpose of buying grain and live stock, and will have their headquarters at Hardwick, Minn. For the present this new firm will buy grain at the track, but will secure an elevator as soon as possible, and may erect one soon.

Hight, McCoy & Co. have completed their new elevator at Sullivan, Ill. The building is 56x78 feet in size, has a capacity of 20,000 bushels, and is equipped with all the latest improved machinery. It cost about \$3,500. John A. Garrett superintends the elevator, and S. E. McCoy is the grain buyer.

The Central Milling Co.'s new elevator at Niagara Falls, N. Y., which was erected to take the place of the one burned July 30, is completed and was put in operation October 1. The John T. Noye Mfg. Co. did the work, which was under the supervision of C. M. Harris. The elevator has a full equipment of machinery.

Little & Littleton, wholesale commission merchants, write us that they have removed their office from Springfield to Dayton, Ohio, where they have opened a general commission office for handling grain, hay, feed, etc. They have leased the large C. H. & D. warehouse, and expect to do an extensive business.

H. W. Briggs & Co., grain dealers of Newport, R. I., will erect a 40,000-bushel storage elevator at that place, for which The Macdonald Engineering Co. of Chicago has the contract. The house will be equipped with the latest improved machinery, including a hopper scale. An electric motor will furnish the power.

Davidson & Smith, grain commission merchants of Kansas City, Mo., are establishing a large feed grinding plant at McAlester, I. T., where they will erect an elevator of 100,000 bushels' capacity. The plant will be equipped with all the latest machinery, including several three pair high 9x30 roller mills, furnished by The Wolf Co.

S. A. McGaw, who has been connected with the grain trade of Manitoba for many years, having been with the Ogilvie Milling Co., and later of the Lake of the Woods Milling Co., has established a grain business at Winnipeg. He has about 20 buyers at primary points throughout Manitoba, and intends to do an extensive grain business.

Henry H. Zimmer, manager of the Grangers' Elevator Co.'s elevator at Manito, Ill., writes us that the company's elevator is completed and will be handling grain by October 15. The Grangers' Elevator Co. was incorporated a short time ago with a capital stock of \$3,000. The officers are S. G. Mecker, president; John Ramsey, vice-president; H. H. Zimmer, secretary and manager, and R. A. Whiteford, treasurer.

The Wisconsin Central R. R. Co. is erecting a terminal elevator at Manitowoc, Wis., which will be operated by the Northern Grain Co. of Ashland. The estimated cost is \$150,000. It will have a storage capacity of 800,000 bushels, capacity for unloading 100 cars per 10 hours, and spouts for loading 50,000 bushels of grain into vessels in one hour. There will be eight stands of elevators, a 36-inch conveyor at the top and bottom. The house will have a full equipment of cleaning machines and dust collectors. The power plant will consist of a

500-horse power engine and three 18-foot boilers. There will be an electric light plant for lighting the building. It will be completed this fall. The Northern Grain Co. has 42 elevators at points in Iowa, Minnesota and Wisconsin.

J. C. Underhill, dealer in coal and wood at Ipswich, Mass., has purchased the grain and hay business of C. M. Jewett. Mr. Underhill also carries on business at Wenham and Hamilton, Mass. Mr. Jewett will remain in the employ of the new proprietor.

Strong & Miller, grain merchants of Minneapolis, Minn., have dissolved partnership. They began business 14 years ago and operated a number of elevators. These have been divided, and Mr. Strong will continue the operation of half of the houses under the firm name of S. Strong & Co. Mr. Miller's two sons, Wm. J. and Walter G. Miller, have succeeded to their father's business, which they are continuing under the firm name of Miller Bros. Harry Miller, the former member of the firm of Strong & Miller, has retired from business, and will pay a visit to his old home in England.

Construction has been commenced on a new elevator for the Pan-Handle Railroad, to be erected on the company's tracks, between Fifty-eighth and Sixtieth streets, Chicago. The structure will be 168x70 feet, and 125 feet high. The foundations will be of concrete and stone, and the remainder of the material will be of surfaced long leaf yellow pine. The cost of the elevator will approximate \$70,000, and the most modern equipments for the handling of grain will be employed. The Heidenreich Construction Co. of Chicago received the contract, and will complete the work in about two months.

The EXCHANGES

Memberships to the Chicago Board of Trade are selling at \$675.

Tickets of membership to the New York Produce Exchange were recently quoted at \$150.

A sound money club has been organized among members of the Chicago Board of Trade which has a membership of 1,000.

An effort is being made at Kansas City to have the required weight of No. 2 White Clipped Oats reduced. The present crop is unusually light.

A government decree has been issued prohibiting members of local exchanges in Cuba from speculating in futures. All operations must be on call.

F. S. Tenney was recently suspended from the Duluth Board of Trade indefinitely, and E. A. James, a former representative of Greenleaf & Tenney, for a period of 30 days, for alleged uncommercial conduct.

Members of the New York Produce Exchange have organized a sound money league, the members of which are devoting themselves to working for the maintenance of sound money as the only medium whereby trade can be honestly carried on.

The Duluth Board of Trade has passed resolutions to the effect that it will not sell wheat to any elevator within 15 miles except under Minnesota inspection and Duluth Board weights. Another resolution is to the effect that it will not sell to any mills unless all agree to buy only under Minnesota inspection.

At the recent annual meeting of the Chicago Board of Trade Mutual Benefit Association the old officers were reelected. The expenses for the year were \$1,866, and receipts \$2,197. There were twelve deaths, which cost \$26,203, the highest rate being \$2,996. The membership now numbers 836, a net increase of 50.

Murry Nelson, the Chicago Board of Trade operator, and president of the National Elevator and Dock Co., was indefinitely suspended by the Board of Trade Directors nearly two years ago, and has been fighting the case ever since. He took steps to prevent the Board of Trade from putting the edict into effect. The directors won their case against Mr. Nelson last March, and the elevator owner at once petitioned the Supreme Court for a rehearing, which was recently denied.

The annual election of the Minneapolis Chamber of Commerce took place October 1, the following officers being elected: President, L. R. Brooks; vice-president (one year), John Washburn; vice-president (two years), C. M. Harrington; directors (two years), James Everington, J. Q. Adams, George C. Bagley, Kinsey Maxfield, C. C. Wyman; director (one year), H. Berger; board of arbitration (two years), W. T. Hooker and G. H. Barwise Jr.; board of arbitration (one year), H. S. Conover; board of appeals, H. W. Commons and E. S. Woodworth. The new president, L. R. Brooks, has served in the capacity of vice-president for the past year. He is connected

with several grain firms, and is the president of the Brooks Elevator Company.

The Chicago Board of Trade directors have been petitioned to urge the Railroad and Warehouse Commissioners to lower the required weight of No. 2 Clipped White Oats from 34 to 32 pounds. It is impossible this year to take the No. 2 White, which weigh only 28 pounds and clip them so as to get them up to the weight requirement. In other words, it is not possible with 28-pound oats to add 6 pounds to the weight by the clipping process. The matter is of a good deal of interest to Western oats shippers, and Eastern oats handlers.

OBITUARY

John A. Kehoe, dealer in grain, etc., at Platte Center, Neb., recently died.

D. F. Bristow, grain commission merchant of Sullivan, Ill., died September 29.

Thomas Hill, vice-president of the grain commission firm of The Thomas Hill Co., Detroit, Mich., died recently.

Cortez A. Darling, a well-known grain and hay dealer of Providence, R. I., died suddenly October 6 of heart disease.

Wm. D. McCampbell, who was formerly engaged in the grain brokerage business at Louisville, Ky., died September 23.

Philip Lingke, grain merchant of Brooklyn, N. Y., died suddenly of heart disease October 1. His body was found at night on the street where he had fallen.

John Carlson, a prominent farmer, and at one time engaged in the grain business at Cokato and Dassel, Minn., died September 20 of heart failure, at the age of 60 years.

George H. Alexander, grain and feed merchant of Chester, Conn., died suddenly at Meriden September 29 of diabetes. Mr. Alexander was 29 years old, and leaves a wife and two small children.

John G. Sheridan, of the firm of Smith, Sheridan & Vincent, grain, hay and seed commission merchants of St. Louis, Mo., died suddenly September 16, aged 38 years. Mr. Sheridan was a member of the Merchants' Exchange and the National Hay Association, and was well known in the trade.

David L. Shearer, an extensive and successful grain dealer, died at his home at Peru, Ind., September 28, of paralysis. Mr. Shearer was 77 years of age and was one of the earliest settlers of that part of the state. In 1864, when the old Wabash and Erie Canal was in operation, Mr. Shearer built a large elevator on its banks, and began his grain business.

Sireno B. Colson, a former grain man, died September 28 at Fremont, Neb., aged 70 years. Mr. Colson was early associated in the grain business with Theron Nye, his brother-in-law, the name of the firm being Nye & Colson. They did a large and prosperous business, having many elevators along the line of the Elkhorn road. Their successor is The Nye, Schneider Co.

Nelson J. Rulison, one of the pioneers and most prominent men of Central Illinois, died at his home in Seneca October 4, aged 67 years. He was identified with the development of the grain trade of that section in the early days, and controlled a line of elevators, and boats which plied between Ottawa and Seneca and Chicago. He was for years a member of the Chicago Board of Trade. He leaves a wife and three daughters.

James M. Eppley died September 22 at his home at Baltimore, Md., aged 70 years. He was a native of Pennsylvania, and went to Baltimore about 40 years ago, and engaged in the grain and commission business. He was actively engaged in business until two years ago, when he was injured by falling down a flight of stairs. He never fully recovered, and his death is thought to have indirectly resulted from the fall. A widow and four daughters survive him.

OVERBIDDING FOR WHEAT.

The last week of September Montrose, S. D., was boasting of the best grain market in that part of the country. During the week grain buyers paid from 52 to 55½ cents per bushel for wheat, while surrounding towns only paid from 47 to 51 cents. This caused a flood of grain to Montrose from districts tributary to other towns. A private elevator was built there this season, and it buys on a closer margin than the line buyers. It is said the farmers have sold most of their grain to the independent house, so that the line buyers bid up on the market. From 150 to 200 loads were marketed there daily for ten days.

Items from Abroad

Hot winds are reported to have damaged the wheat crop of Australia.

The Grain Trade Mutual Protective Association has been organized at London, England, and is for the present limited to the trade of that city.

Exports of barley from Black Sea ports during August and September were, in quarters of 400 pounds each, 1,720,000 in 1896; 1,860,000 in 1895; 2,844,000 in 1894.

Official estimates of crops in France are as follows: Oats, in quarters of 304 pounds each, 1896, 31,700,000; 1895, 32,700,000; 1894, 31,700,000. Barley, in quarters of 400 pounds each, 1896, 6,000,000; 1895, 5,870,000; 1894, 5,900,000.

Italy imported during August 190,000 quarters wheat (of 480 pounds each) for home consumption, and 15,000 quarters temporarily for paste, flour, etc., a total of 205,000 quarters, against 234,000 quarters in the first month of last season.

The preliminary official estimate of the yield per acre of the rye crop in Germany is taken to indicate a total outturn of 39,500,000 quarters (of 480 pounds each), against 35,000,000 in 1895, a yield of 21.3 bushels per acre, against 19.6 bushels in 1895.

The official Hungarian crop report up to September 15 reports continued wet weather in the north and northwest. The corn crop is turning out much worse than expected, and the potato crop is seriously damaged, to the extent of 50 to 80 per cent. in some parts of the north.

Holland imported during August 410,000 quarters wheat (of 480 pounds each), and 65,000 sacks flour, and exported 293,500 quarters, and 6,000 sacks respectively. The net import of the two articles represents 166,000, against 227,000 quarters in the corresponding month last season.

Argentine shipments of wheat from January 1 to September 24, in quarters of 480 pounds each, were 2,153,500 in 1896, 4,461,000 in 1895, 6,561,000 in 1894. Shipments of corn from April 1 to September 24 were 3,283,500 quarters (of 480 pounds each), and for the year ending March 31, 1896, 2,365,500 quarters.

France imported during August 53,000 quarters (of 480 pounds each) of wheat, and 19,000 sacks of flour, exporting during the same time no wheat, and 3,500 sacks of flour. The net imports of wheat (flour estimated as wheat) in August, 1895, was 148,000 quarters; in 1894, 178,000; in 1893, 51,000 in 1891, 1,364,000; in 1880, 590,000 quarters.

While the duty on corn imported into Vera Cruz and Tamaulipas, Mexico, was removed last summer, unusually large shipments were made from the United States, the movement being chiefly from gulf ports, notably Mobile, Ala. It is estimated that 200,000 bushels were exported from Pensacola, Fla., 250,000 bushels from New York, and the balance from Mobile.

Russian and Black Sea exports from August 1 to September 25 included 3,562,000 quarters of wheat (of 480 pounds each), against 3,394,000 quarters during the same time of the previous season; corn, from November 1 to September 25, 2,784,000 quarters (of 480 pounds each), against 3,868,000 quarters; barley, from August 1 to September 25, 1,681,000 quarters (of 400 pounds each), against 2,009,000 quarters.

The Pioneer, Allahabad, India, for October 9, referring to the recent rioting in different parts of India in connection with the rise in the price of grain, says that all information points to the fact that the disturbances were the result of a prearranged conspiracy in which people of good position were implicated. The distress, however, is spreading, and the government has ordered the construction of wells and short railroads in order to afford relief.

The [Argentine] maize crop of this year, says the Review of the River Plate, although immense in point of quantity, is almost as great a failure as the wheat crop, on account of the wet season, which has prevented its becoming properly dried for export. In order to favor the maize growers, therefore, the president of the National Railway Board has had a meeting of railway managers, with the object of obtaining from them a reduction of railway freights upon this article.

"Corn is king of Mexico," writes Wm. E. Curtis. "Upon its abundance depends the happiness and prosperity of the country. It is the principal food of men and beasts, and without it there is famine. The cost of railway construction, the dividends of the mines, the value of lumber, the price of coal, cotton, iron and almost everything else that is bought and sold in the republic and involves labor is affected for the better or the worse by the corn crop. The corn crop of Mexico has never been sufficient for the wants of the people within the memory of man, and yet the population devotes its attention to mining, coffee growing and cattle raising and other forms

of industry, in which there is more or less risk, and neglect this great staple for which there is a constant and active demand, and never a sufficient supply."

The exports of wheat from India during the week ending October 3 were 96,000 bushels, to the United Kingdom. The shipments for the corresponding week in 1895 were 336,000 bushels. The total shipments since April 1 aggregate 3,479,000 bushels, of which 2,711,000 bushels went to the United Kingdom, and 768,000 bushels to the continent. The total shipments for the corresponding time last year were 15,272,000 bushels, of which 11,480,000 bushels went to the United Kingdom, and 3,792,000 bushels to the Continent.

It is reported that the tax on flour, imposed some time back by the Belgian government in place of the light dues that were abolished at the Belgian ports, is killing the grain trade in that country. The large millers can no longer afford to buy the American flour, which so greatly improved the quality of the native product when mixed with it, and the smaller millers are utterly ruined because the bigger men swallow up all of the peasants' harvest, which previously fed the small mills. All grain trade is turning away to other countries.

The Vossische Zeitung says that a series of conferences have recently taken place among persons connected with the Corn Exchange at Berlin, Germany, as to the best means of maintaining on a legal footing the dealings in wheat for future delivery under the new law. These conferences, the journal states, have led to a satisfactory result, inasmuch as a "contract note" has been agreed upon, which, while excluding all speculative dealings, will permit of the continuance of genuine transactions for future delivery without any infringement of the law.

Consul-General Karel's report on the new industries of Siberia shows that the opening of the Trans-Siberian Railroad is an event of great importance. Siberia, with its large area, equal to the United States, with railroads to transport all the means of production—both capital and labor—with Europe awakening to the fact that it is to be an enormous field for the investment of European surplus capital, we must face the question, Will it be a competitor formidable enough to menace our agricultural and manufacturing interests? "Russia," says the Consul, "in some ways has advantages in production enjoyed by no other civilized country. The cost of production there is not increased by strikes, trade unions, restrictive legislation upon hours of work, and other drawbacks that make it more difficult for American merchants to compete with foreigners in other markets."

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

TEXAS, Galveston, Galveston Co., Oct. 8.—Corn gathering is well advanced and is about completed in most sections. The crop is generally light.

MICHIGAN.—The Michigan crop report makes the yield of wheat 11.48 bushels per acre, and the total 17,110,000 bushels. The yield of oats is reported at 28.43 bushels; of barley 26.5 bushels, and of corn 70 bushels of ears. Yield of potatoes 72 per cent.

MISSOURI, Mercer, Mercer Co., Sept. 30.—The quality of wheat in this part of the country was fair, but the grain was somewhat damaged by wet weather before it was thrashed. Corn is a good crop, and there is lots of it. The oats crop is very light. There is a larger hay crop than we have had for eight years. H. W. HYLER.

COLORADO, Denver, Arapahoe Co., Sept. 28.—We are receiving some wheat, and understand that in quantity the crop is about the same as previous years. The quality is rather poor, there being a great deal of low grade wheat coming in. The majority of the wheat is running about 57 or 58 pounds per bushel. Farmers are hard up and bring in their wheat to the different mills quite freely. Thrashing is about half over. The oats crop is very fair, and of good quality. There is considerably more barley raised than there was last year. DENVER PUBLIC WAREHOUSE CO.

OHIO.—The state crop report was issued by the State Board of Agriculture October 5. The following are the figures: Wheat.—Area sown last fall, 2,251,043 acres; plowed up this spring, 11 per cent.; total estimated area for the harvest of 1896, 2,011,708 acres; product per acre, 8.53 bushels; total estimated product for 1895, 17,269,545 bushels; quality compared with an average, 61 per cent.; crop of 1895 still in producers' hands, 11 per cent. OATS.—Estimated area for the harvest of 1896, 989,435 acres; product per acre, 31 bushels; total estimated product for 1896, 30,670,306 bushels; quality compared with an average, 68 per cent. BARLEY.—Area sown last

fall, 14,400 acres; product per acre, 21 bushels; total estimated product for 1896, 303,839 bushels; quality compared with an average, 71 per cent. RYE.—Area sown last fall, 37,311 acres; product per acre, 13 bushels; total estimated for 1896, 486,738 bushels. CORN.—Prospect compared with an average, 98 per cent. POTATOES.—Probable total compared with an average, 83 per cent. PASTURES.—Condition compared with an average, 101 per cent.

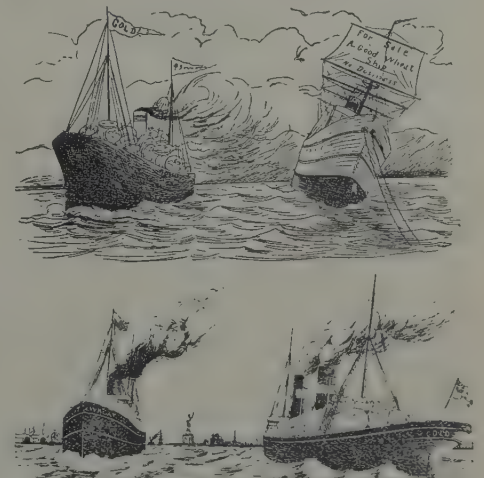
WINTER WHEAT.—The Trade Bulletin recently asked farmers this question: "Are farmers seeding as large a wheat area as last year?" From replies received from 18 states the indications point to a slightly increased area, compared with that of 1895. The crop went into the ground in good condition, and the weather has been very good. Last year there was a lack of moisture, and seeding was retarded, while this year rains have been ample. The recent advance in prices has stimulated farmers to enlarge the area, especially in sections where the seeding is late.

GOVERNMENT CROP REPORT.—The returns to the Statistician of the Agricultural Department for October make the general condition of corn 90.5 per cent., against 91 for the month of September. The averages of condition in the large and surplus corn states are as follows: Tennessee, 80; Kentucky, 97; Ohio, 106; Michigan, 102; Indiana, 106; Illinois, 102; Wisconsin, 98; Minnesota, 97; Iowa, 102; Missouri, 85; Kansas, 81; Nebraska, 101. The returns of yield per acre of all wheat indicate a production of 11.9 bushels, which is six-tenths of a bushel less than the preliminary estimate for 1895. The rate of yield of the most important states is as follows: New York, 15; Pennsylvania, 14; Ohio, 9; Michigan, 12; Indiana, 9; Illinois, 13.6; Wisconsin, 14.5; Minnesota, 14; Iowa, 15; Missouri, 10.7; Kansas, 11; Nebraska, 14; South Dakota, 10.5; North Dakota, 10; Washington, 16; Oregon, 15.5; California, 14.5. The indicated quality for the country at large is 84.4 per cent., against 83.7 last year. The averages of a few selected states are: New York, 93; Pennsylvania, 84; Kentucky, 74; Ohio, 67; Michigan, 89; Indiana, 71; Illinois, 80; Wisconsin, 80; Minnesota, 89; Iowa, 83; Missouri, 80; Kansas, 81; Nebraska, 84; South Dakota, 90; North Dakota, 87; Washington, 85; Oregon, 87; California, 94. The wheat crop is generally short in quantity and poor in quality owing to unfavorable weather, drouth at seeding time, deficiency of snow protection and excessive rains after harvest producing scanty growth, shriveled grains and rust. The worst is in great region Ohio to Kansas and adjoining states. Crops fairly good in New Jersey and Maryland and adjoining parts of Pennsylvania and New York, also in the Rocky Mountain valleys. The preliminary estimate of the yield of oats is 24.3 bushels per acre, against 29.6 a year ago; quality 74.9, ranging from 55 in Kansas to 104 in Montana. The average yield per acre of rye is 13.3; of barley, 25.5. Condition of buckwheat is 86 per cent.; Irish potatoes, 81.7.

THE EXPORT TRADE.

Some time ago the condition of trade was portrayed by Zahm by the first view shown in the illustration given herewith—the outgoing steamers were laden with gold, and the wheat ships were idle.

During the last fifty days the steamers have been taking wheat out and bringing gold back, as is de-



picted in the second view. The prospects are favorable to a continuance of this condition.

Cargo room has been engaged in advance, and grain continues to be exported despite the advance in prices. The imports of gold, together with that now in transit, amount to over \$50,000,000.

Attend the meeting of regular grain dealers at Chicago, November 9.



To ship hay to make money, ship good hay.

Illinois hay shippers report a good business shipping hay South and East.

Contrive not to pay freight on empty cars; fill them at least to the minimum.

Duzan & Curtis, dealers in hay and feed at Auburn, Kan., have dissolved partnership.

If the price of wheat, corn and oats goes higher it will mean increased consumption of hay.

Hay brands will be registered in this department free of charge. Send description and time used.

A hay dealer who quotes the market a shade better than it really is has a very crude idea of his business.

As long as we have a low tariff on Canadian hay the United States markets will be influenced by Canadian prices and vice versa.

M. Brown & Sons' large hay storage barn at Britt, Iowa, was destroyed by fire September 22, together with 700 tons of baled hay. Loss \$5,000; insurance \$2,800.

Clark & Daniels, grain dealers and millers of Barrington, N. H., have put in a set of hay scales at their grain store at East Barrington, and are buying hay.

It seems as if country shippers were beginning to learn that it pays to grade hay closely. So far this season the air is not full of complaints, as was the case last year.

At 2 p. m., September 25, a car of hay on the Metropolitan branch of the B. & O. R. R. near Eckington, D. C., was partially destroyed by fire. The damage is said to have amounted to \$1,000.

Pease Bros., wholesale hay and feed dealers of Des Moines, Iowa, have purchased the building, machinery and business of the Des Moines Bale Tie Co., together with the stock on hand, patent rights, etc. Pease Bros. will continue the business.

Eight months ago the National Hay Association's Committee on Political Action began circulating petitions for the restoration of the tariff on Canadian hay. It is hoped that some action will be taken in the matter at the next session of Congress.

The stockholders of The John E. Connolly Co., dealers in hay and feed at 636 West Thirty-fourth street, New York City, recently applied for a receiver, and Chas. W. Ridgeway has been appointed. It is said that the liabilities are \$41,991, and assets about \$12,982.

The National Hay Association's rules governing the grading of hay and straw have been adopted at the following cities: Chicago, Cleveland, Baltimore, Washington, Kansas City, Richmond, Columbus, Pittsburgh, Cincinnati, Philadelphia, St. Louis, Buffalo, N. Y.; Brooklyn, Louisville.

There is seldom a scarcity of poor or even medium hay; all the markets are well supplied with that kind. Hay shippers should look to the better grades for profits in their business; it is these which are more sensitive to good influences, which are the first to rise in price and the last to fall.

The National Hay Association is proving itself a national association indeed, and not one representing the interests of the Eastern or Western hay men alone. Western men will go to the country of tame hay and Eastern men to the land of prairie hay in attending the National Hay Association's conventions.

What is claimed to be a conservative estimate of the hay trade of Philadelphia places the average amount of hay now received at that city at only two-thirds of what was brought in a few years ago. This decrease is said to have been caused by the advent of the trolley, in which about 10,000 horses were displaced by electricity.

The New York Produce Exchange Reporter is innocent enough to ask: "Is this a hay trust?" anent the incorporation of the National Hay Association in New York. The principal office of the Association is located at Canajoharie, and the organization is effected for the furtherance of trade and commerce in hay, straw and like productions; for advancing the interests of those having a common business in such trade; to furnish accurate and reliable information as to the standing of merchants in such

trade, and for settling differences between members of the Association. The directors are George S. Blakeslee of Chicago; J. A. Brubaker of Kansas City; George W. Voris of Stewardson, Ill.; Willis Bullock, and W. B. Aberling of Canajoharie.

Montreal hay dealers have been buying considerable hay in Michigan this fall and shipping it to Boston and New York at a fair profit, laying the hay down at those points at about \$13.50. What makes this state of affairs anomalous is that Montreal buyers get this hay from Western states to fill orders received from Eastern states.

The final hay report of the Maine State Board of Agriculture says that with hay only about 70 per cent. of an average crop in Maine, and commanding a good price in the market, both for home uses and for shipment abroad, it seems but the part of wisdom to manage to use other coarse fodders as much as possible to supplement or take its place.

The committee that represented the Chicago Board of Trade at the recent hay convention at St. Louis made its report October 6. It favors the adoption of a plan similar to St. Louis, where all receipts of hay are unloaded into warehouses, and shippers have the advantage of determining exactly what they are buying. At present all the receivers at Chicago can see is a few bales at the car door.

The Rural New-Yorker recently published the result of inquiries among hay men as to the probability of a market being made for shredded corn fodder, or "corn hay." What little experience has been had with this product shows that the fodder heats quickly after being baled and is generally liable to be out of condition. Corn fodder is only a poor substitute for hay, and while hay is cheap there will be no market for it.

The A. T. Lowry Hay & Grain Co. of Rockville, Mo., recently shipped 30 cars of hay in one train to Birmingham, Ala. It was a special hay train and ran daytime only, reaching its destination without mishap. Each car was placarded with advertisements of the shippers. But a more important shipment was 46 cars from Clinton, Mo., to Southern points by the same company. The trains were decorated with flags and placards.

The chief feature in the hay trade just now, says the Montreal Trade Bulletin, is the disinclination of farmers to sell at the late decline in prices brought about by the gradual depreciation of values in the Eastern States, where the markets will not warrant the figures demanded by farmers here. Consequently, business on the new crop is very limited. The large yield of Michigan hay seems to be taking the place of Canadian in the New York and Boston markets, the latest sale reported to us being a lot of 20 cars of No. 1 Michigan hay delivered in Boston at \$12.50, inspection guaranteed.

John Wade & Sons, hay and feed dealers of Memphis, Tenn., recently had two negroes arrested for stealing hay and feed from cars consigned to the firm. The cars were run to a platform some distance from the office, and for a long time the company has been missing whole bales of hay and sacks of oats. At first it was thought that mistakes were being made in loading the cars at the other end of the line, but the shortages were so constant as to suggest that systematic robbery was being carried on. The two thieves, one of whom was a former employee, were finally detected carrying away a load of oats, and were lodged in jail.

A palace made entirely of hay has been decided upon by the directors of the National Exposition to be held at Toronto. A mammoth structure will be erected from bales of hay on the exposition grounds, and will be used to advertise the hay-producing country of the West. Large bales of compressed hay will be sent down from the Northwest, and the building will be built of these blocks. When completed the building will be festooned with wheat and other grains in sheaves and bunches. Inside the space will be divided off so as to display the exhibits from each district. Should it escape its great liability to destruction by fire it will form a unique and picturesque feature of the Exposition, and one of unusual attraction and interest.

A writer in the Hay Trade Journal recommends the use of brands or trademarks for baled hay. Some shippers place their name or initials on the bales; but, says the writer, if the shipper would use a trademark and say nothing as to whose it is or what grade it is, and be very particular to ship only a certain grade with that trademark, buyers would learn to respect it because of its merit, and the shipper would be in such a position that the trade would give him a preference over other hay of the same grade. The buyer would know he could depend upon the hay with the trademark on. This has been tried in the New York market with regard to straw, and there is now a brand of straw sold there which brings 10 cents per hundredweight more than quoted prices because it is always fancy, and the shipper is very careful not to send more to the market than it will take. This same difference could not be made with hay, but a grade of hay sent

in limited quantities of fancy quality and with a certain brand on it would get a reputation that would bring 2½ to 5 cents per hundredweight more than the same grade without the brand. Here is an opportunity for an energetic shipper to make some money. A party can ship to the New York market 1,000 tons selected hay of this kind this year, and would have a steady and permanent business which would make money. Some years ago there was a man in Canada who pressed hay and put upon it a brand of a beaver and called it the "Beaver Brand." This hay in Boston and other Eastern markets brought \$1 a ton more than the same grade without the brand. But at present the only brands used are put upon good, bad and indifferent hay indiscriminately.

"Farmers do not feel so much disheartened as they used to be over the partial failure of their hay crop," says an Eastern agricultural paper. "It is being recognized more clearly that hay is not so cheap a food as it used to be thought in the days when it was reckoned that what the farm produced without other labor than harvesting was so much clear gain. Farmers are finding out that grain is often cheaper nutrition than is hay, and that in seasons when the hay crop fails corn fodder or millet can be profitably grown to take its place. It is possible also where grain is largely grown to make grain straw a part of the feed for all kinds of stock excepting milch cows. We have fed straw to cows, and if grain enough went with it they would fatten; but however much grain we gave, it always resulted in a falling off of the milk yield."

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 5,377 tons, valued at \$51,159, was imported in August, against 18,170 tons, valued at \$155,980, imported in August, 1895; and during the eight months ending August 155,347 tons, valued at \$1,512,937, were imported, against 163,421 tons, valued at \$1,171,097, imported in the same time ending August, 1895.

Of imported hay none was exported in August, 1896 or 1895, none during the eight months ending August, 1896, while 18 tons, valued at \$140, were exported during the eight months ending August, 1895. Of domestic hay we exported 4,199 tons, valued at \$54,046, in August, against 3,328 tons, valued at \$52,385, exported in August, 1895; and during the eight months ending August we exported 43,826 tons, valued at \$628,208, against 28,556 tons, valued at \$424,842, exported in the eight months ending August, 1895.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending September 19 the receipts of hay were 3,692 tons, against 4,121 tons the previous week; shipments 837 tons, against 967 tons for the previous week. The offerings of both Timothy and Upland Prairie Hay were only moderate. A good local demand existed for choice grades and the market ruled firm, but not particularly higher; shipping inquiry light. Low and medium grades were in liberal supply and dull, with no improvement in values.

During the week ending September 26 receipts were 3,246 tons, shipments 642 tons. A quiet and firm market was experienced for both Timothy and Prairie Hay during the past week. The local demand was good and the offerings were only moderate. Inquiry for shipment fair. Prices ruled firm and 25¢ higher for choice goods, and steady for common and medium qualities. Sales of Choice Timothy ranged at \$9.00@9.50; No. 1, \$8.00@8.50; No. 2, \$7.00@7.50; No. 3, \$6.00; not graded, \$7.00@8.00; Choice Prairie, \$7.50@9.00—outside for fancy Iowa; No. 1, \$6.50@7.50; No. 2, \$5.50@6.00; No. 3, \$5.00; No. 4, \$4.00; not graded, \$5.50. Rye straw sold at \$5.00@5.50.

During the week ending October 3 receipts were 5,359 tons, shipments 453 tons. With large arrivals and only a moderate demand the market for both Timothy and Prairie Hay ruled rather dull during the past week. Local dealers were taking hold sparingly and the shipping inquiry falling off. Prices were without material change, though the feeling was easier for all grades. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$7.00@7.50; No. 3, \$6.50; not graded, \$6.00@8.50; no grade, \$5.00; Clover Mixed, \$6.00; Choice Prairie, \$8.00@9.00; No. 1, \$6.50@8.00; No. 2, \$6.00@6.75; No. 3, \$5.00@5.50; No. 4, \$4.00. Rye straw sold at \$4.50@6.00; wheat straw at \$4.00 and oat straw at \$4.00.

During the week ending October 10 receipts were 4,205 tons, shipments 323 tons. A rather quiet and firm feeling existed. The arrivals showed a falling off and the local demand was quite good. The inquiry on shipping account was also a little more active. Prices show no material change, though the market closed firm and well cleaned up. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$7.50; not graded, \$5.00@7.00; No Grade, \$4.00@4.50; Choice Prairie, \$8.00@9.00; No. 1, \$7.00@

8.00; No. 2, \$6.00@7.00; No. 3, \$4.50@5.50; No. 4, \$4.50; not graded, \$5.00. Rye straw sold at \$5.00@6.00, and oat straw at \$4.25.

GRADES OF HAY AT CHICAGO.

The following are the rules and regulations adopted by the Chicago Board of Trade for the inspection of hay and straw:

Choice Timothy Hay—Shall be timothy not mixed with over one-twentieth other grasses, properly cured, bright, natural color, sound and well baled.

No. 1 Timothy Hay—Shall be timothy not more than one-fifth mixed with other tame grasses properly cured, good color, sound and well baled.

No. 2 Timothy Hay—Shall include timothy not good enough for No. 1, not over one-third mixed with other tame grasses, sound and well baled.

No. 3 Timothy Hay—Shall include all hay not good enough for other grades, sound and well baled.

No. 1 Clover Mixed Hay—Shall be timothy and clover mixed, with at least one-half timothy, good color, sound and well baled.

No. 2 Clover Mixed Hay—Shall be timothy and clover mixed, with at least one-third timothy, reasonably sound and well baled.

No. 1 Clover Hay—Shall be medium clover, not over one-twentieth other grasses, properly cured, sound and well baled.

No. 2 Clover Hay—Shall be clover, sound, well baled, not good enough for No. 1.

No Grade Hay—Shall include all hay badly cured, musty, stained, thrashed, or in any way unsound.

Choice Prairie Hay—Shall be upland hay, of bright color, well cured, sweet, sound and reasonably free from weeds.

No. 1 Prairie Hay—Shall be upland, and may contain one-quarter midland of good color, well cured, sweet, sound and reasonably free from weeds.

No. 2 Prairie Hay—Shall be upland of fair color, or midland of good color, well cured, sweet, sound and reasonably free from weeds.

No. 3 Prairie Hay—Shall be midland of fair color, or slough of good color, well cured, sound and reasonably free from weeds.

No. 4 Prairie Hay—Shall include all hay not good enough for other grades, and not caked.

No Grade Prairie Hay—Shall include all hay not good enough for other grades.

No. 1 Straight Rye Straw—Shall be in large bales, clean, bright, long rye straw, pressed in bundles, sound and well baled.

No. 2 Straight Rye Straw—Shall be in large bales, long rye straw, pressed in bundles, sound and well baled, not good enough for No. 1.

Tangled Rye Straw—Shall be reasonably clean rye straw, good color, sound and well baled.

Wheat Straw—Shall be reasonably clean wheat straw, sound and well baled.

Oat Straw—Shall be reasonably clean oat straw, sound and well baled.

All certificates of inspection shall show the number of bales and grade in each car lot inspected and plugged; and when for shipment the final inspection and plugging, in order to ascertain the sound condition of each bale, shall take place at the time of shipment.

The fees for inspection shall be \$3 per car, to be divided equally between the buyer and seller.

REORGANIZATION OF THE UNITED ELEVATOR COMPANY.

The United Elevator Co. of St. Louis, Mo., has at last been reorganized, the Reorganization Committee having agreed upon all details and secured the signatures of the majority of the bondholders to the plan.

It is proposed to keep the elevators together in one company, and to this end the present mortgages will be foreclosed as soon as possible and the elevators bought for the new company. The new company will have \$500,000 common stock, \$500,000 5 per cent. cumulative preferred stock and a first mortgage of not to exceed \$1,000,000. Until the bonded indebtedness is reduced to \$500,000 there shall be the following restrictions:

1. Fifty per cent. of each year's net profits shall be put in a sinking fund to retire the bonds.

2. The dividend on the common stock shall in no calendar year exceed 6 per cent.

Six of the stockholders have agreed upon this as the most feasible plan, and it is expected to be adopted.

Many reasons are assigned why receivers of grain are getting an unusually large business. Some have advanced money upon corn held in cribs, and it is being shipped in. Low freight rates preventing unjust discrimination in the way of rebates has given country shippers the same advantage as the large ones. The quality of wheat is so irregular that receivers are able to look after the grading and secure better prices, and, as values generally are advancing, the consignors believe that they can do better by working through receivers than by selling to truck buyers.—Trade Bulletin, Chicago.

Fires - Casualties

E. Furry's grain storehouse at Humberstone, Ont., was recently destroyed by fire.

Bennett Bros., grain and hay dealers of San Jose, Cal., recently suffered a loss by fire.

John T. Patton's elevator and mill at Yukon, Okla. Ter., were destroyed by fire September 12.

Grain and hay valued at \$15,000 was destroyed by a prairie fire near Huron, S. D., October 1.

W. H. Luehrman's elevator at Altamont, Ill., was burned September 23, causing a loss of \$5,000.

The Farmers' Hay Co., dealer in hay and grain at Hollister, Cal., sustained a loss by fire recently.

The Toledo Elevator Co.'s elevator at Toledo, Ohio, was damaged by fire September 24 to the extent of \$300.

Long & Howell's cottonseed oil mill and gin at Wynnewood, Ind. Ter., were damaged by fire recently.

Two barns near Utica, Mich., owned by George Clark, were burned recently. They were filled with grain and implements. Loss \$3,000.

R. J. Poole's cottonseed oil mill and gin at Bertram, Texas, was recently damaged by fire to the extent of \$200. He carried no insurance.

The barns and granary on William Wagner's farm near Moorhead, Minn., were destroyed by fire October 7, together with 4,000 bushels of oats.

Mickelwait & Young's grain elevator, situated at Macedonia, Iowa, was destroyed by fire recently, the total loss amounting to \$10,000, insurance \$1,000.

The Merchants' & Farmers' Peanut Warehouse at Portsmouth, Va., was destroyed by fire recently, together with a quantity of peanuts. Loss \$40,000.

H. J. Reinold's elevator at Corning, Iowa, was destroyed by fire October 9, entailing a loss of \$20,000. It is thought the fire was of incendiary origin.

John Wright & Son's elevator at Walton, N. Y., was damaged by fire on the night of September 28, entailing a loss of about \$3,000. It was insured for \$7,000.

Ferdinand Keno's barn, 40 tons of hay and 16 stacks of grain near Warner, S. D., were destroyed by a fire September 29, supposed to have been started by children.

Bartlett, Kuhn & Co.'s elevator at Broadlands, Ill., was destroyed by fire September 19, and 30,000 bushels of grain stored therein were damaged by fire and water.

Burditt Bros' feed mill and store house at Rutland, Vt., which was filled with corn, oats, feed and flour, was destroyed by fire September 21. Loss \$70,000; insured.

Elkins Bros' elevator and grist mill at Chicago Junction, Ohio, were destroyed by fire September 28, together with 10,000 bushels of wheat. The loss is estimated at \$10,000.

Frank Severin, employed on the construction of the Great Northern Elevator at Minneapolis, was severely but not fatally injured September 30 by a heavy tie falling on him.

Thomas Kerr, grain merchant of St. Louis, Mo., was struck by a fire truck September 16 and suffered a wound on his head. The accident was not serious and he has about recovered.

The Interstate Grain Co.'s Elevator at Franklin, Minn., burned to the ground at 2 a. m., October 4. The cause of the fire is unknown. There was about 8,000 bushels of wheat in the elevator.

It is reported that Herman Parker, a four-year-old boy, stepped into a bin of flaxseed in his father's barn at O'Neill, Neb., and was swallowed up by the seed and suffocated at the bottom of the bin.

James Wilson's large hay and grain barn at Waukegan, Ill., was recently destroyed by fire, together with a large quantity of hay and grain. It is supposed that the fire started from spontaneous combustion.

At noon on September 26 Phillips Bros' elevator and feed mill at New Paynesville, Minn., caught fire from a hot box at the top of the building and was destroyed. About 1,200 bushels of wheat and 1,000 bushels of oats were burned. The total loss is estimated at \$5,000; insurance \$1,000 on the building, \$500 on the grain.

Harvey Fogle was smothered to death in a wheat bin in A. D. Bireley & Son's elevator at Ladiesburg, Md., September 20. The story of the accident is one that has been told many times in this column. The boy was playing in the bin and was drawn down into the wheat. He was not discovered until his body stopped up the opening at the bottom of

the bin. Children must not be allowed in elevators if such accidents are to be avoided.

About 350 acres of wheat and barley on Roberts Island, near Stockton, Cal., recently burned. It is estimated that there were 1,950 sacks of wheat and 150 tons of barley destroyed, the loss being \$4,200, insurance one-third of that amount.

Michael Irving was killed, and John Irving, Frank Dunsmore and Michael Lane were seriously injured while at work clearing the premises for the erection of the new Great Northern Elevator at Minneapolis, Minn. They were run down by a switch engine.

Frank H. Johnson, who had been a broker on the Chicago Board of Trade for the past twenty-five years, committed suicide by shooting himself September 23. Mr. Johnson had lost a fortune and had been suffering from insomnia for some weeks.

Strong & Miller's elevator and the Empire Elevator at Plato, Minn., were destroyed by fire September 28, and numerous other buildings were burned. The fire, which is thought to have been caused by sparks from a locomotive, originated in the Empire Elevator.

Sparr & Howell's elevator at Cromwell, Iowa, was destroyed by fire September 14, together with 3,000 bushels of corn, 250 bushels of timothy seed and a quantity of oats. The total loss is estimated at \$5,000, with no insurance. The fire originated in the coal house.

John Ball & Co.'s elevator and mill at Caledonia, N. Y., were burned October 4, together with grain and produce valued at \$15,000. The elevator, machinery and contents were insured for \$5,500, the mill and contents for \$5,000. The fire is supposed to have been of incendiary origin.

The Minneapolis & Northern Elevator at Herriott Siding near Minto, N. D., was destroyed by fire September 12, together with a small amount of grain. The elevator had been built a year ago at a cost of \$5,000, and had just been overhauled and repaired. The fire was caused by tramps.

W. H. Powell, of the firm of Powell & Kirkpatrick, grain and feed merchants of Chicago, Ill., was attacked and sandbagged by highwaymen on the night of September 26. J. Haines, another grain and feed merchant, heard Mr. Powell's cries for help and went to his assistance before the robbers secured his money.

Lavery & Olds' elevator at Springfield, Ore., was destroyed by fire September 19, together with 1,000 bushels and 7,000 sacks of wheat. The elevator had just been erected at a cost of \$2,500. The machinery, valued at \$1,000, was insured for \$260. The total insurance was \$3,900. The grain, which belonged to farmers, was not insured. The origin of the fire is unknown.

Edson Keith, the millionaire banker and merchant, of Edson Keith & Co., Chicago, committed suicide September 21 by drowning himself in Lake Michigan while temporarily insane. Mr. Keith was born at Barre, Vt., Jan. 28, 1833, and came to Chicago in 1854. He had been a member of the Chicago Board of Trade since 1873, and among his numerous interests was the large terminal grain elevator controlled by Keith & Co.

PERSONAL

S. Ninan, grain merchant of Worcester, Mass., and Miss Tillie Levin were married on October 8.

C. B. Carpenter has accepted a position with the South Waterboro (Me.) Grain Co. at the company's Sanford mill.

C. D. French, of The French Commission Co., Kansas City, Mo., was married September 16 to Miss Blanche Anderson.

The engagement is announced of Arthur S. Dumont, of the grain firm of Dumont & Co., Decatur, Ill., to Miss Margaret Roberts.

David E. Parsons has been appointed agent at Toledo, Ohio, of Bartlett, Frazier & Co., E. D. Draper, the former representative, having resigned.

Charles Culpeper, formerly of Philadelphia, Pa., is now with The E. B. White Co., grain exporters of St. Louis, Mo., having succeeded John H. Hundley.

Curtis Harrold, formerly manager for Hiestand, Warner & Co., grain dealers and general merchants of Olympia, Wash., has taken the position of chief clerk at the company's house at Oakesdale.

A. H. Cropsey, formerly assistant manager of the Brooklyn Elevator and Milling Co., Brooklyn, N. Y., has been appointed manager of that company, to succeed J. H. Fort, who has resigned to look after private business.

William Morgan, who has been in the grain business at Appleton, Minn., for several years, has been appointed manager of the Interstate Elevator Co.'s elevator at that place, succeeding J. G. Gebhard, who resigned his position.

WATERWAYS

The largest single cargo of grain ever carried from Philadelphia was shipped September 25. It consisted of 174,207 bushels of corn.

From the opening of navigation to October 3, 4,208 boats cleared from Buffalo on the Erie Canal. This is almost the clearances of last year. The amount of grain forwarded by canal to date is over 26,000,000 bushels, against 13,000,000 bushels last year.

The report of traffic on the two Sault Canals during September shows a total freight carried of 2,114,482 tons. This included 10,207,230 bushels of grain, and 1,075,916 barrels of flour carried on the United States canal, 2,792,730 bushels of grain, and 181,520 barrels of flour on the Canadian canal.

On October 8 it was announced that the long-expected deeper channel from Lake Superior to the lower lakes was completed and boats could load to a depth of 16 feet, the former average being about 14 feet. This will increase the carrying capacity of boats from the head of the lakes 20 to 25 per cent.

With the change in government those interested in Canadian waterways and shipping expect a general improvement in canals. East and West the advantages of improvement are being urged, and the champions of the several schemes make a euphemism out of "the expenditure of two or three million dollars."

The steamer Rome recently took a load of grain from an elevator on the South Branch of the Chicago River, and it took her ten hours to pass the Washington street tunnel with the assistance of five tugs. The Chicago River must be improved so that vessels can load to the last inch of their capacity or South Chicago elevators will get the bulk of the business.

The project for the establishment of a steamship line on the Missouri River above Sioux City was not carried out this season; it may be next year. This scheme serves to accentuate the fact that this river is virtually deserted of all craft adapted to the transportation of grain. Flowing for hundreds of miles through one of the greatest grain belts of the world, its muddy current carries little save its own sediment.

The Corn Exchange Association of Montreal recently passed a resolution petitioning the Minister of Railways and Canals to order that extraordinary efforts be made for the immediate removal by dredging of such obstructions to navigation on the St. Lawrence River and canals as would allow 9 feet of water. Recently there have been blockades in the Galops Canal, there being at one time 20 grain-laden barges on their way to Montreal blockaded at one place.

John G. Boyd, as representative of the Erie Canal boat interests, has made complaint to the Attorney General of alleged violations of the constitution of the state in interfering with traffic on the canal by The Cataract General Electric & Conduit Co. The company is hanging wires for the electric towing of canal boats, and the complaint alleges that it is tearing up the tow path and setting electric poles on the banks, thus interfering with navigators in the use of the canal.

We have the first indication of anything being done toward the improvement of the Erie Canal. The New York State Canal Board met recently and approved plans and specifications calling for \$252,154 worth of work under the \$9,000,000 improvement scheme. The work is divided as follows: Western division, Erie, \$126,600 for deepening the canal from record of Platt's Aqueduct to Schenectady; middle division, \$115,266, to include an item for lengthening and improving lock No. 8 on the Oswego Canal, the last lock before entering Lake Ontario; eastern division, \$10,278. This work will soon be contracted for.

The English syndicate which is said to have been making offers for the purchase of the Erie Canal Traction Co. since last spring, is now reported to have succeeded in buying the company's stock for \$3,000,000. The Engineering News says: The sale was made by the Cataract General Electric Company, and it covers the right to construct an electric towing system along the canal. Meanwhile the right of the Cataract General Electric Company to erect poles along the canal, and the validity of the franchise generally, are being questioned by interested parties, on the ground that the franchise for the installation of an electric towing system was obtained through political intrigue and without compensation to the state.

An application is before the Canadian Parliament for the revival of the company chartered to construct the Ottawa River Canal, the incorporation of which expired through non-fulfillment of contract. The construction of the canal is strongly advocated, has been, in fact, for a long time. The route proposed is from Lake Huron up the French River to Lake Nipissing, thence by canal to Trout Lake, down the Mattawan and Ottawa Rivers to Lachine, and

by the Lachine Canal to Montreal, a distance of about 431 miles. While there would be only about 21 miles of canal to be constructed, the total cost of construction would be very great. The advocates of this scheme are the antagonists of the scheme for a route from the lakes to the seaboard via the St. Lawrence.

Late Patents

Issued on September 22, 1896.

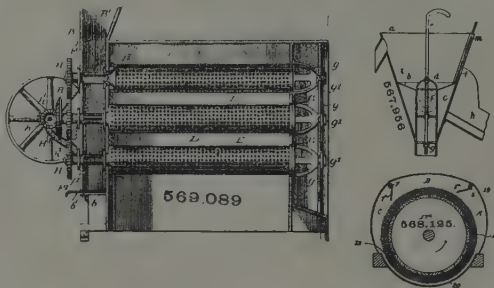
Gas Engine.—Con D. Anderson, Springfield, Ohio. No. 567,954. Serial No. 543,930. Filed April 1, 1895.

Apparatus for Stoning and Washing Grain.—Louis E. Barbeau, London, England. No. 567,956. Serial No. 570,454. Filed Nov. 29, 1895. See illustration.

Oil and Gas Motor Engine.—John S. Cundall, Robt. D. Cundall and Henry C. Cundall, Shipley, England. No. 568,017. Serial No. 589,120. Filed April 25, 1896.

Gas Engine.—John S. Klein, Oil City, Pa. No. 568,115. Serial No. 574,360. Filed Jan. 4, 1896.

Cleaning or Scouring Grain.—John Beall, Decatur, Ill. No. 568,125. Serial No. 579,123. Filed Feb. 13, 1896. See illustration.



Hay Press.—Winfield S. Livengood, Kansas City. Kan. No. 568,203. Serial No. 558,300. Filed Aug. 5, 1895.

Machine for Hulling Coffee Berries.—Antonio S. Perez, New York, N. Y. No. 568,144. Serial No. 569,420. Filed Nov. 19, 1895.

Grain Car Door.—George H. Treadgold and John E. Mills, Port Huron, Mich. No. 568,182. Serial No. 566,331. Filed Oct. 21, 1895.

Grain Car Door.—George H. Treadgold and John E. Mills, Port Huron, Mich. No. 568,183. Serial No. 571,498. Filed Dec. 9, 1895.

Issued on September 29, 1896.

Preparing Wheat for Cleaning.—Isaac N. Hibberd and Robert Herlitz, Port Costa, Cal. No. 568,681. Serial No. 570,155. Filed Nov. 26, 1895.

Issued on October 6, 1896.

Whipping Attachment for Horse Powers.—Winfield S. Livengood, Kansas City, Mo. No. 568,778. Serial No. 563,900. Filed Sept. 27, 1895.

Gas Engine.—Gustav A. Thode, Osmond, Neb. No. 568,814. Serial No. 577,238. Filed Jan. 29, 1896.

Baling Press.—Jacob R. Griffith, Kansas City, Mo. No. 568,846. Serial No. 559,936. Filed Aug. 20, 1895.

Tubular Grain Separator.—John B. Cornwall, Moline, Ill., assignor to The Barnard & Leas Mfg. Co., same place. No. 569,089. Serial No. 568,580. Filed Nov. 11, 1895. See illustration.

DESIGNS.

Frame for Gas Engines.—Walker Lee Crouch, New Brighton, Pa. No. 26,072. Serial No. 596,803. Filed June 24, 1896.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. H. Suffern, of Suffern, Hunt & Co., Decatur, Ill.

C. N. Howes, of Howes Grain Cleaner Co., Silver Creek, N. Y.

W. Ebert, representing The J. B. Allfree Mfg. Co., Indianapolis, Ind.

G. W. Brown, representing Nurdyke & Marmon Co., Indianapolis, Ind.

Fred. L. Cranston, representing The S. Howes Co., Silver Creek, N. Y.

J. L. Wheeler, St. Louis, representing The Howes Grain Cleaner Co., Silver Creek, N. Y.

There is very sharp competition in the grain trade this year. On almost every country market the number of buyers has been greatly increased.—Winnipeg Commercial.

Court Decisions

Firm and Private Creditors.

The transfer of partnership property to a creditor of one of the partners is fraudulent as to partnership creditors, where the firm is insolvent. *Erb vs. West*, 19 So. Rep. 829.

Power of Partners.

Partners being agents for each other, the admissions of one in relation to the affairs of the partnership are receivable as evidence against the other partners. *Grunenberg vs. Smith*, 58 Ill. App. Ct. Rep. 281.

Services of Partners.

A partner cannot recover of the firm for the value of services rendered to it in excess of the extent of services rendered by his copartner, in the absence of special agreement. *Heckard vs. Fay*, 57 Ill. App. Ct. Rep. 20.

Liability of Partner.

One who holds out another as a partner will be liable as such for the acts of the other in the name and on account of the firm, if within the scope of the firm's business, though he was not consulted in the matter. *Hess vs. Ferris*, 57 Ill. App. Ct. Rep. 37.

Receiving is Acceptance.

When a person orders a quantity of merchandise to be shipped him, if, upon its arrival, it is not of the quality ordered, he may refuse to take it, but if he does receive it, and sell it, he will be liable to the shipper. *Houston vs. Clark*, 62 Ill. App. Ct. Rep. 174.

Title in Consigned Goods.

Where an owner consigns goods to a retail dealer in such goods, with power to sell, though reserving title until settlement is made by the consignee, the title of an innocent purchaser of such goods, for value, from the retail dealer, will prevail over the reserved title of the consignor. *Bent vs. Jenkins*, 20 So. Rep. 655.

Conditional Sale of Corn.

The Supreme Court of Nebraska, in the case of *Kingsley vs. McGrew* (67 N. W. Rep. 787) held that where corn is sold, to be paid for on delivery, an absolute and unconditional delivery of it by the seller to the buyer, without exacting payment, passes title and waives the condition. And the seller cannot, under a reclamation, take the same quantity out of similar corn in the bins of the buyer, as against third parties.—*Drover's Journal*.

Power of Railroads to Adjust Their Rates.

Subject to the two leading prohibitions, that their charges shall not be unjust or unreasonable, and that they shall not unjustly discriminate so as to give undue preference or advantage, the laws of the United States leave common carriers, as they were at common law, free to make special contracts looking to the increase of their business, to classify their traffic, to adjust and apportion their rates so as to meet the necessities of commerce, and, generally, to manage their important interests upon the same principles as are regarded sound and adopted in other trades and pursuits. *Interstate Commerce Commission vs. Ala. Midland Ry. Co.* (U. S. Cir. Ct. App.) 74 Federal Reporter 715.

Carrier—Contract—Condition—Damage.

In the case of *Eryesether vs. Great Northern Railway Company*, recently decided by the Supreme Court of Minnesota, it appeared that the defendant contracted with plaintiff to transport live stock to a point beyond the line of its road, it having to deliver it to another and connecting road for transportation to its destination. The contract contained a provision that, as a condition precedent to his right to recover any damage for any loss or injury to said stock, plaintiff should give notice in writing of his claim therefor to some officer of the defendant company or its nearest station agent before the stock was removed from its place of destination or delivery, and before it mingled with other stock. It did not appear that the defendant had any officer or agent at the place of destination or delivery. The court held that under the circumstances the condition was unreasonable and void.

Another of the cases against Northwestern Iowa roads for alleged extortionate charges on grain shipments to Chicago was filed in the Federal Court, September 19, at Sioux City, Iowa, by the Northwest Iowa Grain Dealers' Association. The nominal plaintiffs are J. H. Downing and Charles Bleaser. They demand \$1,274 from the Milwaukee road.

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain report of Collins & Co., Cincinnati, October 9.—Continued evidence of returning activity prevails in our market. Arrivals, while growing in volume, find it difficult to keep pace with the increasing demand, hence the offerings move quickly and have brought pretty full values. The trade is becoming more inclined to a belief in present prices, and is accumulating a larger surplus of supplies than usual for future wants, which is largely responsible for the increased demand, and has caused the recent advance to hold so tenaciously. Any reaction in values will no doubt serve to cause an increased activity. **WHEAT**—Our market rules steady and firm, notwithstanding the easier undertone and reactions in the general markets, as receipts are small and demand good. Milling wheat is scarce and wanted. No. 2 Red at 74¹/₂ @75 cents, No. 3 Red at 68¹/₂ @71 cents, No. 4 at 63¹/₂ @66 cents. Sample lots range from 55¹/₂ @67 cents for damp, musty ungraded samples, as to quality and condition. **CORN**—The inquiry has ruled active owing to the enlarged de-

and, but with increasing receipts and the beginning of the new crop movement the undertone is a little easier, and some lower values are looked for. No. 2 White at 26¢@26½ cents, No. 2 Yellow at 26¢@26½ cents, No. 2 Mixed at 26 cents, No. 3 of any kind at 25 cents. No new shelled has been offered on the market as yet. EAR CORN—The higher prices ruling have attracted larger receipts and lower prices rule. Old Choice Yellow at 26¢@27 cents, Mixed and White at 25¢@26 cents, New Ear in fair request and selling from 21¢@23 cents, as to quality and condition. OATS—Arrivals are smaller, and all kinds are in active request. Choice Old White at 24¢@25 cents, No. 2 White at 23¢@23½ cents, No. 3 at 21½¢@22 cents, No. 2 Old Mixed at 21¢@21½ cents, No. 3 at 19¢@19½ cents, New No. 2 White at 21½¢@22½ cents, No. 3 White at 18¢@19 cents, Rejected White at 14¢@16 cents, No. 2 Mixed at 17½¢@18 cents, No. 3 at 15¢@16 cents, Rejected Mixed at 13½¢@15 cents, as to quality and condition. RYE—Choice is quite scarce and in good demand for milling purposes at 42 cents, Ordinary No. 2 at 40¢@41 cents, No. 3 at 33¢@35 cents, Rejected at 28¢@31 cents as to quality. HAY—Receipts for the week 1,305 tons, shipments 160 tons. Offerings have been fair, but the inquiry is good, and prices continue to be well maintained under a larger demand, which is principally for local feeding account. Good sweet clover is scarce and wanted, and bringing No. 1 Timothy Hay prices. Quick shipments will do well. Choice Timothy at \$10.50@10.75, No. 1 at \$10.00@10.50, No. 2 at \$8.00@8.50, No. 3 at \$7.00@7.50. Choice small stem well cured green clover at \$10.00@10.50, No. 1 at \$9.50@10.00, No. 2 at \$7.50@8.00, No. 1 Clover Mixed at \$9.00@9.50, No. 2 at \$8.00@8.50. Prairie is not much inquired for. Choice upland at \$7.50@8.00, Indiana and Illinois ranges from \$6.00@7.50. Bright sound rye straw at \$7.00@7.50, Wheat at \$6.00, Oat at \$5.50@6.00. MILLFEED—Market rules strong, and offerings are small. Bran at \$7.00@7.25, Middlings at \$8.00@8.50, shipstuffs at \$7.00@7.50. Good white middlings will bring \$9.00 in bulk.

Grain report of Shanks, Phillips & Co., Memphis, Tenn., October 10.—CORN—Is firm. No. 2 White at 25 cents, No. 3 White at 24 cents, No. 2 Mixed at 24 cents, No. 3 Mixed at 23 cents. OATS—Are steady. No. 2 White at 22½ cents, No. 3 White at 18 cents, No. 2 Mixed at 18½ cents, No. 3 Mixed at 17 cents. HAY—Better prices are ruling for hay. Fancy Timothy at \$11.25, Choice Timothy at \$10.75, No. 1 Timothy at \$9.50, No. 2 Timothy at \$8.75, Choice Clover, mixed, at \$8.50, No. 1 at \$8.25; Choice Kansas Prairie at \$6.25, No. 1 at \$5.50; Choice Arkansas Prairie at \$5.00. MEAL—Is dull. Kiln-dried corn meal at \$1.20, kiln-dried roller corn meal at \$1.25. BRAN—There is a good demand for bran and prices are higher. Wheat bran at \$5.00, corn bran at \$7.00.

Joseph Allen of Gano, Ohio, in a recent communication to the Cincinnati Price Current writes: There has been much said and written on the shrinkage of grain from the gathering, thrashing and cribbing of the same, if their sale was delayed six or eight months. I read an article in the Ohio Valley Farmer, published in Cincinnati forty odd years ago, edited by B. F. Sanford, as follows:

"Wheat from the time it is thrashed in August will shrink two quarts to the bushel, 6 per cent. in six months, under the most favorable conditions, hence it follows that ninety-four cents (94c) when thrashed is as good as \$1 per bushel in six months after stored; and corn would shrink in weight from 10 to 20 per cent., and 100 bushels as it comes from the field in November, by the first of April will not weigh over 80 bushels, so that 40 cents per bushel as it comes from the field is better than 50 cents in March—and other grain shrinks in the same ratio."

The above article on the shrinkage of grain by storage was published last winter in the Cincinnati Enquirer, and also in our Butler County papers, and not one word changed from what I read in the Ohio Valley Farmer 40 odd years ago, showing conclusively that the author of said article was totally ignorant as to the loss of grain by shrinkage in weight. I have no doubt he was honestly mistaken. For the past 10 years I have been making experiments to learn the facts as to the exact amount of shrinkage in weight of the different kinds of grain from the time of thrashing, and also gathering of corn up to the first Monday in April, the day that all farm products are subject to be placed on the tax duplicate, with the following results:

I thrashed my wheat crop of 1893 July 28; it was in good condition, and I filled three sacks, their

weight was 405 pounds. They were placed in the wheat bin where nothing could disturb them, and I reweighed them March 24, 1894, making about eight months, and they had not lost a single pound, but gave stronger weight than when first weighed.

On the first day of August, 1894, I weighed ten sacks of oats as they came from the thrashing machine, and they weighed 1,272 pounds, and each sack was weighed separately, and weights of each marked on a card and sewed on the sacks, so that there could be no mistake; they were reweighed Jan. 1, 1895, and the ten sacks weighed 1,316 pounds, a gain in weight of 44 pounds, making the gain of $3\frac{1}{2}$ per cent. The season 1894 being a season of long continued drouth, there had been no rain from June 26 up to September 10, except a few light showers. Perhaps in years of abundance of rain during their ripening and up to thrashing they would not make such a gain in weight.

It is a well-known fact that when thrashed in good condition, and then reweighed in twelve months afterward clover seed gains in weight 1 per cent. The same is true of flaxseed, also rye and barley.

Last fall, 1955, I filled a large burlap sack of ear corn the day it was husked, October 25, and it weighed 153½ pounds; a card was sewed on the sack stating date and weight, and on July 1 was reweighed, and weighed 150 pounds, showing only a loss of 3½ pounds; but last fall was a remarkably dry fall, and corn was fully matured and well dried out at time of gathering. Falls when we have a large amount of wet weather, and the corn not thoroughly dry and matured, it will shrink from 5 to 6 per cent. Such have been the results of my experiments. It does not shrink 10 to 20 per cent. as some farmers claim it does.

The cost of storing grain in Duluth elevators is in all cases and for all grains $\frac{1}{2}$ cent per thirty days or part thereof, after the preliminary charges, which are as follows:

Wheat, barley, oats, rye and corn—elevating, cleaning and 15 days' storage, $\frac{1}{2}$ cent per bushel.
Flax—elevating and 20 days' storage, $\frac{3}{4}$ cent per bushel.

Flax and barley—cleaning, $\frac{1}{2}$ cent per bushel.

Following is a partial list of recent sales of grain and elevator machinery made by The Barnard & Leas Mfg. Co. of Moline, Ill.:

American Glucose Co., Peoria, Ill., one No. 2 Centrifugal Reel, elevator heads and boots, pulleys, etc. Brinson-Judd Grain Co., St. Louis, Mo., one No. 3 Victor Corn Sheller. Seeley, Son & Co., Fremont, Neb., one No. 1 Victor Corn Sheller; one No. 1 Cornwall Corn Cleaner. J. W. McCardle, New Richmond, Ind., one No. 4 Victor Corn Sheller. Iantha Grain Co., Iantha, Mo., one No. 2 improved corn cleaner. MacDonald Engineering Co., Chicago, Ill., one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner. W. W. Cargill & Co., Green Bay, Wis., four No. 4 elevator separators. American Glucose Co., Peoria, Ill., one round reel, four flour dressers, two Hercules Packers, three air belt aspirators. Planters' Rice Mill, Savannah, Ga., two 40x14 round reels, two 40x16 round reels, four suction fans, elevator heads, boots, pulleys, etc. C. E. Shaw, Paris, Ill., one No. 2 Cornwall Corn Cleaner. D. Gregg & Son, Danville, Ill., one No. 1 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner. Newman & Barnard, Mohawk, Ind., one No. 2 Little Victor Corn Sheller and Cleaner Combined. R. L. Ashby, Ladoga, Ind., one No. 1 Victor Combined Sheller and Cleaner. Empire Grain Co., Sherman, Texas, one No. 3 oat clipper. Smith & Co., Ida Grove, Iowa, one No. 34 Barnard's Special Grain Separator, wood and iron pulleys, shafting, sprockets, cups, belts, etc., etc. Fairbanks, Morse & Co., St. Paul, Minn., one No. 3 warehouse separator. Fairbanks, Morse & Co., Chicago, Ill., one No. 1 Victor Corn Sheller, one No. 2 improved corn cleaner. E. H. Pease Mfg. Co., Racine, Wis., one Victor Corn Sheller, one Cornwall Corn Cleaner. Pelican Rice Mill Co., New Orleans, La., four 40-inch by 12 foot round reels, one No. 35 special grain separator, three suction fans. Waterous Engine Works Co., Winnipeg, Man., one No. 35 Barnard's Special Grain Separator, two No. 37 Barnard's Special Grain Separators. R. J. Authier, Jefferson, S. D., one No. 1 Victor Corn Sheller, one No. 1 improved corn cleaner and other elevator supplies. Bender Bros. & Co., McGregor, Iowa, one No. 4 elevator separator. New Terminal Elevator Co., Mobile, Ala., one No. 4 Victor Corn Sheller, one No. 8 Cornwall Corn Cleaner. Paduach Grain Co., Paduach, Ky., two Cornwall Automatic Shake Feeders. Angus Smith, Milwaukee, Wis., one No. 3 elevator separator. Callahan & Son, Louisville, Ky., one No. 1 Victor Corn Sheller and Cleaner Combined. U. D. Heiser, Princeton, Ill., corn sheller and cleaner and other elevator supplies. S. C. Lee Grain Co., Kansas City, Mo., one No. 37 special grain separator. D. H. Stuhr, Davenport, Iowa, one No. 2 Cornwall Tubular Barley Cleaner for oats.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

A 50-barrel roller steam mill with grain elevator attached will be sold at a bargain on easy terms. Address

JOHN C. THOMAS, Urbana, Ill.

One 15-horse power Otto Gasoline Engine, with electric igniter, for sale. In good working order. Nearly new. Address

E. QUILITCH, Pueblo, Colo.

For sale, an old established elevator in a small Iowa town, in the center of a fine grain raising country, at a very low cash price. Address

ARTHUR H. MOODY, Keokuk, Iowa.

Wholesale grain, hay, seeds and produce business for sale, with long lease on grounds and buildings. On railroad tracks, in central portion of city of over 100,000 inhabitants. Rent very low. Fine opportunity for active man with moderate capital. Address

CHAS. E. SWITZER, Columbus, Ohio.

An elevator on the C., J. & M. R. R., in as fine a grain-growing country as there is in the state, for sale. Nearly new, steam power, sheller and cleaner. Large flour and feed trade. Good chance for a man of limited means. No competition. Best of reasons for selling. Address

LOCK BOX 324, Lewisburg, Ohio.

We offer for sale at a bargain one of the best and most complete elevators in Northern Kansas. Nearly new; now in operation. Capacity 75,000 bushels. Located on the C., R. I. & P. and N. P. R. Rs. A good town in a fine grain section, the Republican Valley. Good crops now assured. Address
CAYWOOD & CO., Clifton, Kan.

For sale, elevator equipped with stationary engine, sheller and corn burrs, 20,000-bushel bin capacity, 25,000 bushels' ear corn crib capacity, with ground they stand on, office and scales. Plant complete cheap for cash. Price \$2,500. Situated on Wabash Railroad, at Cushman, Moultrie Co., Ill. Address

DRAKE & HOSTETLER, Lovington, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

I want to buy or rent an elevator in Iowa. Must be a good grain point. Address

DANIEL PATTON, Marne, Iowa.

For 30 days we will sell the Improved Grain and Seed Tester, warranted to be true to the United States Standard Winchester Bushel, every Tester guaranteed and money refunded if not satisfactory. One pint, \$5.50; one quart, \$6.50; two quart, \$7, f. o. b., Akron, Ohio. Address

A. S. GARMAN & SONS, Akron, Ohio.

POSITION WANTED.

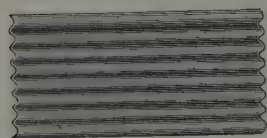
I want a situation in some capacity in the grain business. Have had several years' experience in the handling, grading and mixing of grain and the running of elevator machinery. I understand book-keeping and all the details pertaining to the business. First-class references. Address

T., care "American Elevator and Grain Trade," Chicago, Ill.

POSITION WANTED.

Position wanted by a young man of wide and practical experience in the grain trade, and a thorough knowledge of the business. Is a good book-keeper, and a good judge of grain. Acquainted with consuming and distributing trade in the East, and can influence business. Speaks German. Would prefer to get with reliable elevator concern on the Wabash R. R. Salary moderate. Best of references furnished. Address

S., K., care "American Elevator and Grain Trade," Chicago, Ill.

ROOFING AND SIDING.

Write us for Catalogue and low Prices on best

STEEL ROOFING, CORRUGATED IRON, Etc.

We are large Manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio.

JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.

**DURABLE—EASILY APPLIED.**

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

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56 Fulton St., New York, U. S. A.

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ACCOUNTS OF **GRAIN DEALERS**
OR ORDERS FOR

Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

McLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.

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WARREN & CO.,**Grain Commission Merchants,**

ROOMS 7 AND 9 CHAMBER OF COMMERCE,
Peoria, Ill.

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ESTABLISHED 1872.

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WHEAT, CORN, OATS, RYE, BARLEY, FLAX, GRASS SEEDS, HAY.

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REFERENCES: Bank of Commerce, Chicago. Mercantile Agencies.

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[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

SHIP YOUR GRAIN

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Refer to Union and Planters' Bank.

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F. H. PEAVEY & CO.,

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GRAIN RECEIVERS.

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Consignments Solicited.

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Careful attention given to orders from Brewers, Maltsters and Millers

E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments
of mixed car lots.

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Will pay the highest prices for **Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts** under yearly contracts
Write for estimates F. O. B. cars your city.

J. F. ZAHM.

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J. F. ZAHM & CO.,

Grain and Seeds,

TOLEDO, - - - OHIO.

Send for our "RED LETTER." It'll keep you posted.

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**COMMISSION
MERCHANTS,**

GRAIN, Flour, Seed, Hay and Straw.

358 Bourse Building, **PHILADELPHIA, PA.**

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

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High grades of Clover, Alsike and Timothy Seed a Specialty.

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We make a specialty of selling by sample

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Grain, Seeds and Provisions for future delivery
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Storage capacity 8,000 bales, 30,000 bushels.
Let us know what you have to offer.

COMMISSION CARDS.**M. F. BARINGER,**

...SUCCESSOR TO...

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Flour, Grain and Mill Feed.

OFFICE:

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No consignments wanted.
Letters Promptly Answered.All sales direct.
I want a good Corn Account.**SEND ORDERS FOR**HARD
SOFT
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COKEBest Grades
Best Prices
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MINE AGENTS AND SHIPPERS,

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WESTERN GRAIN,
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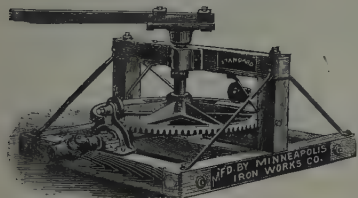
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Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

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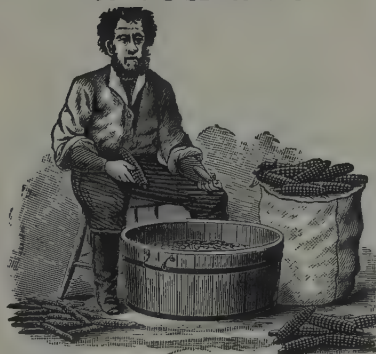
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Manufacturers of the CELEBRATED

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The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences. Don't BUILD until you get our Plans and Prices.

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Roller, Steel and Special Chains
—FOR—
**ELEVATING
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MACHINERY**
FOR HANDLING MATERIAL OF ALL KINDS.
**POWER TRANSMISSION
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COAL MINING MACHINERY.
Wire Cable
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For long and
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By using our
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Which is also a successful
Wheat Heater or Temperer
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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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Not an Experiment. In successful use 25 years drying
**CORN MEAL AND HOMINY,
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ALSO SAND, COAL DUST, GRAPHITE and CLAY and ORE OF ALL KINDS!
Automatic in operation, requiring no attention. Double
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A GRAIN SPOUTThat will load cars without shoveling
It is worth its weight in silver. 16 to 1
that it will save you in labor all it costs
in less than a month

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FOR USE IN

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ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.

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Conveying, Elevating and Power-Transmitting Machinery H. W. CALDWELL & SON CO.

SPECIALTIES FOR MILLS AND GRAIN
ELEVATORS.

GENERAL MACHINISTS,
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CALDWELL
STEEL CONVEYOR.

Manufactured exclusively by us at Chicago, with latest improvements.



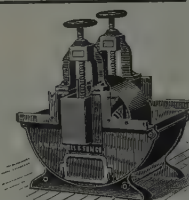
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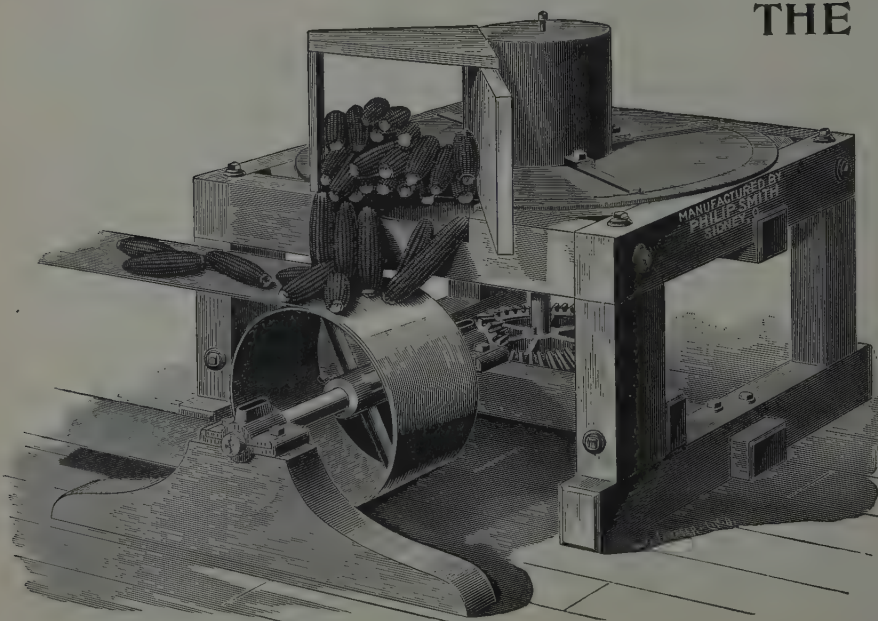
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EAR CORN ELEVATOR AND SHELLER FEEDER.



THIS Feeder will feed corn from the dump to the elevator or sheller either with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed to either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dumps now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction.

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Warehouse and Elevator Machinery of All Kinds.
Discounts furnished on application.

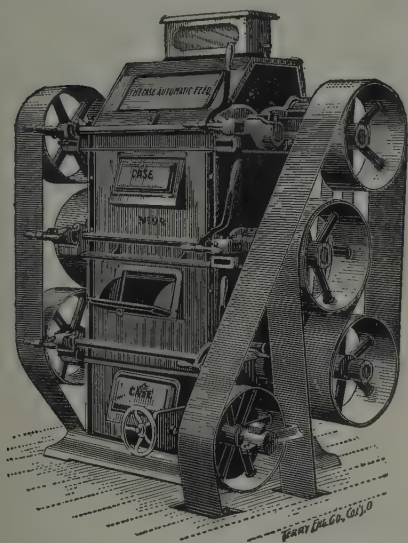
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Elevator Men,

Who put in a **ROLLER FEED MILL** last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



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The Case Manufacturing Co.,
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DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K. Yours respectfully,

M. S. MILLER.

We Keep a Full Line of
**ELEVATOR AND MILL SUPPLIES
AND MACHINERY.**

Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

CRUSHED OYSTER SHELLS FOR POULTRY,

BONE MEAL, GRANULATED BONE, GROUND BEEF
SCRAPS, CALCITE AND FLINT.

Send for Wholesale Price List and Samples. Special low prices on carload orders.

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IS THE ONLY FIRST CLASS HOTEL IN THE IMMEDIATE BUSINESS
AND AMUSEMENT CENTER OF THE CITY CONDUCTED ON THE
AMERICAN PLAN AT \$2.00 PER DAY
STEAM HEAT, PASSENGER ELEVATOR
AND OTHER MODERN CONVENIENCES.
TABLE AND SERVICE THE BEST
ROOMS NEWLY AND NEATLY FURNISHED. THE NEXT TIME YOU ARE IN CHICAGO TRY
THE CONTINENTAL, YOU WILL FIND IT HOMELIKE AND COMFORTABLE.
CHAS. O. BLOOM PROPRIETOR

WABASH AVENUE AND MADISON STREET. CHICAGO, ILL.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.

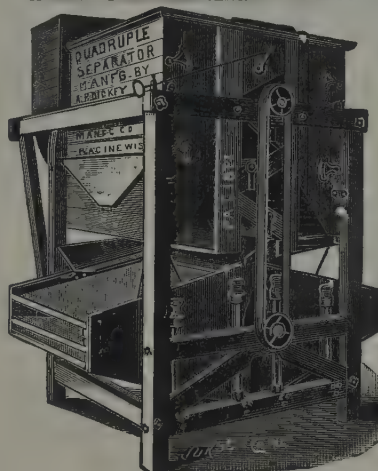
Over-Blast Suction Separator.

THE
STANDARD
IN THEIR
LINE.



“Grain
Cleaned
to a
Standstill.”

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suction, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.
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THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,
1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

Those Who Have Tried It

Gold Dollars



SAY THAT OUR

Six Roller Feed Mill

Will do more grinding, better grinding, and with less expense for repairs than any other machine used for that purpose.

Feed grinding is a great help to the average country elevator. If you think of trying it

Get Our Catalogue and Prices.

THE EDWARD P. ALLIS COMPANY,
RELiance WORKS, MILWAUKEE, WIS.



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No searing horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

J. B. ALLFREE MFG. CO.

INDIANAPOLIS, INDIANA.

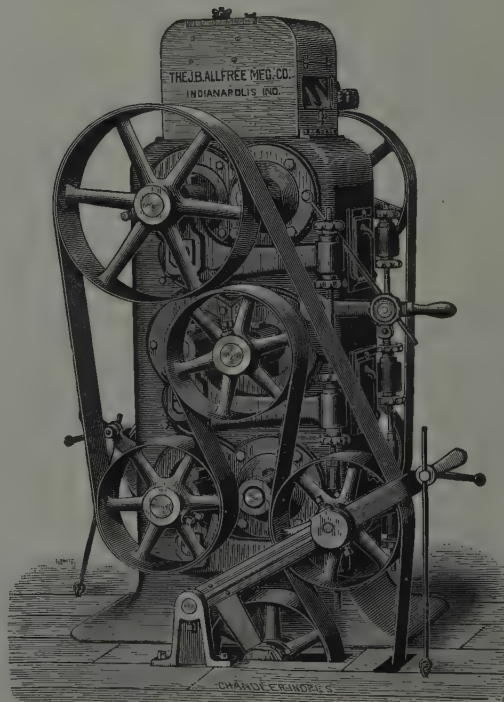
BUILDERS OF

THE HIGH MILL SYSTEM,
An Improved Milling System,

Makes Better Flour, Saves Power,
Room and Labor.

Corn Shellers,
Automatic Engines,
Cornmeal Plants.

Describe wants and write for
Circulars.



MANUFACTURERS OF

**FLOUR-MILL and ELEVATOR
MACHINERY.**

Improved Rope Drives,
Shafting and Pulleys,
Corn and Feed Rolls,
Aspirating Meal Bolts,
Hominy Separators,
Grain Separators.

SPECIAL PRICES UPON APPLICATION.

Only \$2
For the
Greatest
Work
Of the
kind on
Earth!

Do you Operate an Elevator or Flouring Mill?
Are you a Grain Buyer or Seller?
Are you a Grain Commission Merchant?
Are you a Track Buyer or Seller?

OR, DO YOU DESIRE TO REACH THIS CLASS OF CUSTOMERS?

Only \$2
For the
Greatest
Work
Of the
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☆ CLARK'S OFFICIAL ☆ Grain Dealers' and Shippers' Gazetteer

WHICH IS NOW READY FOR 1896.

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This invaluable work has been issued under the endorsement and with co-operation of the Freight Departments of more than one hundred of the leading Railroad Systems throughout the United States. It contains the

OFFICIAL, CORRECTED, REVISED AND COMPARED LISTS

Of Elevators, Flouring Mills, Grain Dealers and Shippers, Track Buyers and Sellers, Commission Houses, etc., etc., on the Following Leading Systems:

Lake Shore & Michigan Southern Railway.
Chicago, Rock Island & Pacific Railway.
Chicago, Milwaukee & St. Paul Railway.
St. Louis, Iron Mountain & Southern Railway Co.

North-Western System:

Chicago & North-Western Railway.
Chicago, St. Paul, Minneapolis & Omaha Line.
Fremont, Elkhorn & Missouri Valley Line.
Sioux City & Pacific Line.

Louisville, New Albany & Chicago Ry. (Monon).
Baltimore & Ohio Railroad Co.
Chicago & Eastern Illinois.
Northern Pacific Railway.
Illinois Central.

Burlington System:

Chicago, Burlington & Quincy Railroad.
Chicago, Burlington & Northern Railroad.
St. Louis, Keokuk & North-Western Railroad.
Chicago, Burlington & Kansas City Railway.
Hannibal & St. Joseph railroad.
Kansas City, St. Joseph & Council Bluffs Railroad.
Burlington & Missouri River Railroad in Neb.

Cincinnati, Jackson & Mackinaw.
Cincinnati, Hamilton & Dayton Railway Co.
Missouri, Kansas & Texas Railway.

Grand Trunk System:
Chicago & Grand Trunk Railway.
Cincinnati, Saginaw & Mackinaw Railroad.
Michigan Air Line.
Chicago, Detroit & Canada Grand Trunk Junc. Ry.
Detroit, Grand Haven & Milwaukee Railway.
Toledo, Saginaw & Muskegon Railway.

Boston & Maine Railway.
Fitchburg Railroad Co.
Maine Central Railway.
New York & New England Railroad Co.
Central Vermont Railroad.
St. Paul & Duluth Railroad Co.
The Baltimore & Ohio Southwestern Railway Co.
New York, Ontario & Western Railway Co.
Chicago & Alton Railway.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
Union Pacific System.
The Great Northern Railway Co.
The Missouri Pacific Railway Co.

Erie System:

New York, Lake Erie & Western Railroad.
New York, Pennsylvania & Ohio Railroad.
Chicago & Erie Railroad.
Buffalo & Southwestern.
Tioga Railroad.

And many other leading railroads not enumerated hereon.

Pennsylvania System:

Pennsylvania Railroad Co.
Pittsburgh, Ft. Wayne & Chicago Railway.
Philadelphia, Wilmington & Baltimore R. R. Co.
Washington Southern Railway Co.
Baltimore & Potomac Railroad Co.
Northern Central Railway Co.
Camden & Atlantic Railroad Co.
West Jersey Railroad Co.

Panhandle Route:

Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.
Indianapolis & Vincennes Railroad Co.
Cincinnati & Muskingum Valley Railway.

Allegheny Valley Railroad.
Cumberland Valley Railroad.
New York, Philadelphia & Norfolk Railroad Co.

Michigan Central R. R.
C. C. C. & St. L. Railway (Big Four).
Louisville & Nashville Railroad.
Nashville, Chattanooga & St. Louis Ry.
Chicago & West Michigan Railroad.
Detroit, Lansing & Northern Ry.
Mobile & Ohio Railway.
Peoria, Decatur & Evansville Railroad.
Toledo, Ann Arbor & North Michigan Ry.

The lists for this great work have been collected, arranged and compiled by the above roads and are brought down to date. In the judgment of the leading grain merchants and millers it is the best work of the kind ever published. Besides over 100 of the official railroad lists it contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers.

The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the twenty-seven of the principal cities is ALONE WORTH MANY TIMES THIS SMALL OUTLAY, and this is the only work which contains these lists, and they are correct and revised to date, besides the thousands and thousands of places all over the country wherever grain is bought or sold.

Remember this great work will be sent immediately on receipt of price, express fully prepaid, provided they have not all been sold, in which case your remittance will be returned immediately.

SEND YOUR ORDER AT ONCE.

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JAMES STEWART & CO.,

ENGINEERS AND CONTRACTORS FOR

GRAIN ELEVATORS,

RAILROAD WORK AND HEAVY STRUCTURES,
ST. LOUIS AND BUFFALO.

CONSTRUCTION DEPARTMENT—WORK IN 1895.

GRAIN ELEVATORS:

500,000-bushel Elevator, with Marine Leg and Conveyor House 940 feet long, for the New Orleans & Western R. R. Co., Port Chalmette, La.
200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

RAILROAD BUILDINGS:

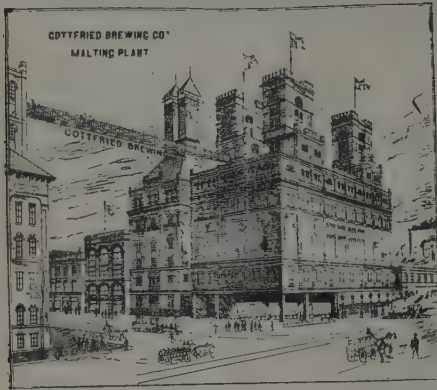
Two Freight Warehouses, each 115 x 625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Eighty Cotton Warehouses, 62 x 98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

RIVER AND HARBOR:

Dock and Warehouse, 225 x 1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.
15,000 Spindle Mill, for the Home Cotton Mills Co., St. Louis, Mo.
Warehouse for the Bemis Bros. Bag Co., St. Louis, Mo.
10,000-bushel Distillery, the largest in the world, for the Indiana Distilling Co., Terre Haute, Ind.
Two Cotton Warehouses, each 200 x 250 feet, for the Pelzer Mfg. Co., Pelzer, S. C.
Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.



WILHELM GRIESSER

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Elevators, Breweries, Malt Houses,
Distilleries and Machinery.

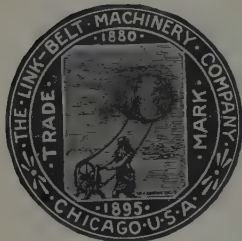
Patentee and maker of the Grain
Dryer "America," Direct Supporting
Cellar Construction, Steep-Tank and
Mash-Tub Valves.

907-911 Schiller Building, Chicago.

LINK-BELT MACHINERY CO.,

Engineers :- Founders :- Machinists

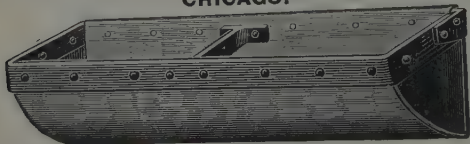
CHICAGO.



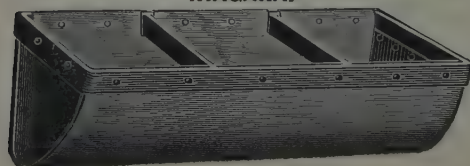
Shafting, Pulleys, Gearing,
Shaft Bearings, Friction Clutches,
Rope Sheaves, Manilla Rope,
Rope Dressing, Grain Trippers,
Grain Shovels, Car Movers,
Wagon Dumps, Elevators and Conveyors, etc.

LINK-BELT ENGINEERING CO., Philadelphia and New York.

"CHICAGO."



"NIAGARA."



MOORE & LORENZ,
43 to 49 S. Canal St.,
CHICAGO, ILL.,

MANUFACTURERS:

ELEVATOR BUCKETS,
BOLTS, ETC.
MILL AND ELEVATOR
SUPPLIES.

D. A. ROBINSON

Main Office: Auditorium Annex, Chicago.

Construction Office: Great Northern Elevator A 2, Minneapolis, Minn.



Designer and Builder of

GRAIN ELEVATORS, MALT HOUSES

And all Kinds of Heavy Construction.

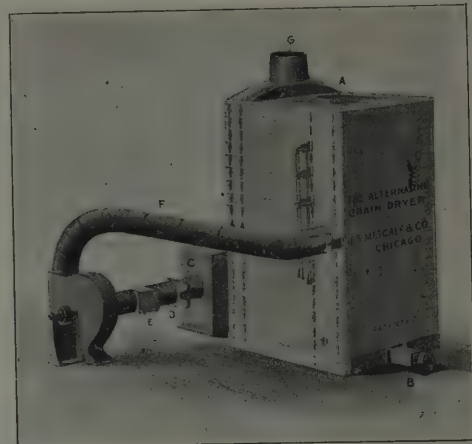
Patent System of Independent
Leg Rope Drive.

Patent Double-Jointed
Distributing Spouts.

Patent Automatic
Grain Belt Tripper.

A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



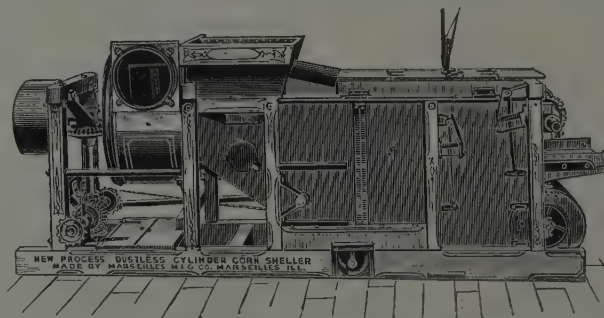
WRITE FOR DESCRIPTIVE CIRCULAR.

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PLANTS.

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The Heidenreich Construction Co.,
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GRAIN ELEVATORS

Of Any Capacity.

MALT HOUSES AND BREWERIES.

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THE B. S. CONSTANT COMPANY,

Designer and Builder of

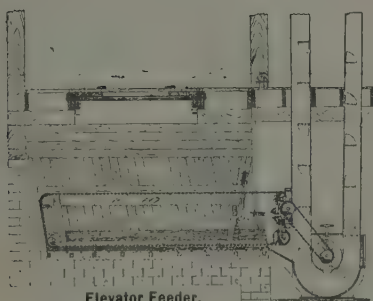
GRAIN ELEVATORS.

MANUFACTURER OF

Grain Cleaning Machinery
FOR ELEVATORS AND MILLS.

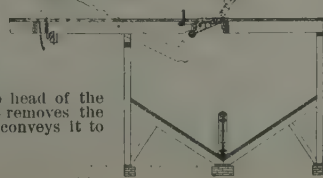
Seed and Farm Fanning Mills.

Automatic Self-Feeding Ear Corn Elevator
Boot and Sheller Feeder.



Elevator Feeder.

Our Elevator Cleaner collects all dust at the head of the elevator before the grain reaches the bins. It also removes the loose silk, chucks and snow out of ear corn and conveys it to the dust room. Correspondence Solicited.



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A full description of this form of country elevator was given in our issue of December 15, 1894.

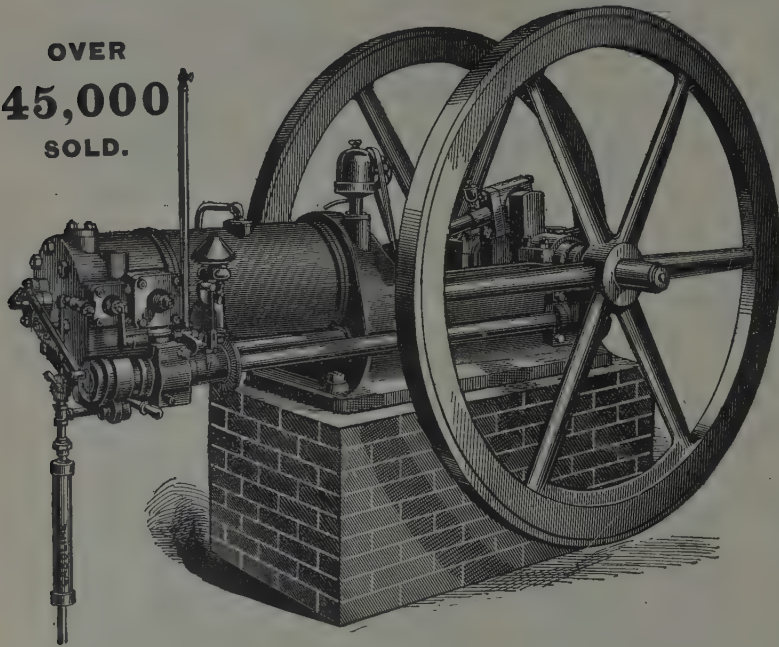
Since that time many of them have been erected in Kansas and in other parts of the country. They have fully proved their adaptability to the wants of shipping stations. For low cost of construction and economy in rapid handling of grain they stand unequaled.

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WORKING WITHOUT BOILER, STEAM, ENGINEER,
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2 Medals and 3 Diplomas at World's Columbian Exposition, making over 200 Medals and Diplomas in all.

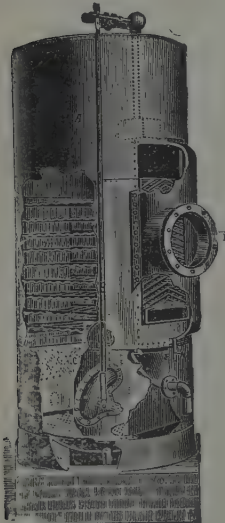
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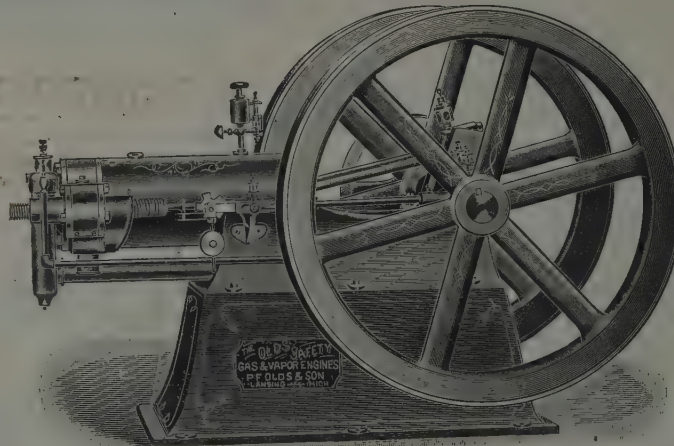
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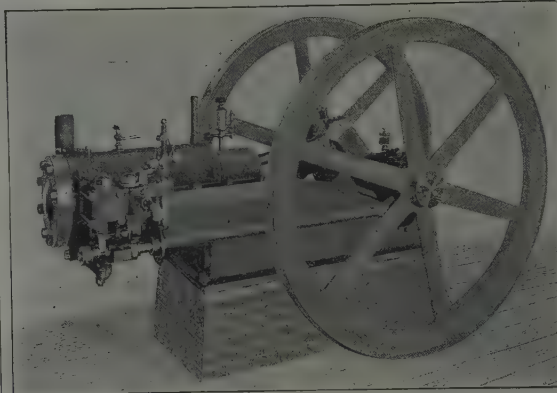
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Easy to Start.
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Vertical Poppet
Valves.
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Any working part removed for cleaning or repairing without disturbing other parts.

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Registers an accurate account of work done on any machine, grain tallies, fraction tallies, 4, 5 and 6 figures. Send for circular.

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Two styles, four sizes each.
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CAPACITIES FROM 5 TO 1,000 BUSHELS PER HOUR.

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A. A. CUNNINGHAM.

SNEATH & CUNNINGHAM,

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DEAR SIR: Your favor of the 3d received and noted. We inclose you our check for \$..... in payment of your No. 2½ Eureka Close Scourer, which we bought of you for handling grown wheat. It is giving the best of satisfaction, in fact we could not get along without it this season.

Wishing you the best of success, as your machine deserves, we are yours,

SNEATH & CUNNINGHAM.

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DEAR SIR: Some time ago I wrote you about my No. 4 Eureka Oat Clipper. The little difficulty I had with it was overcome before I got your reply. It is one of the finest machines I have ever had anything to do with. It has made me one thousand dollars this season, on leggy or grown wheat. It does the work in the best possible manner and with one operation. It raises the grade and weight of the wheat to our entire satisfaction. Anyone having trouble this season with leggy or grown wheat can add nothing to their mill or elevator that will give them as good satisfaction as your Eureka Machines.

Yours very truly, S. J. BROWN.

FOR FULL INFORMATION OF THESE MACHINES WRITE

THE S. HOWES COMPANY,

"Eureka Works,"

SILVER CREEK, N. Y.

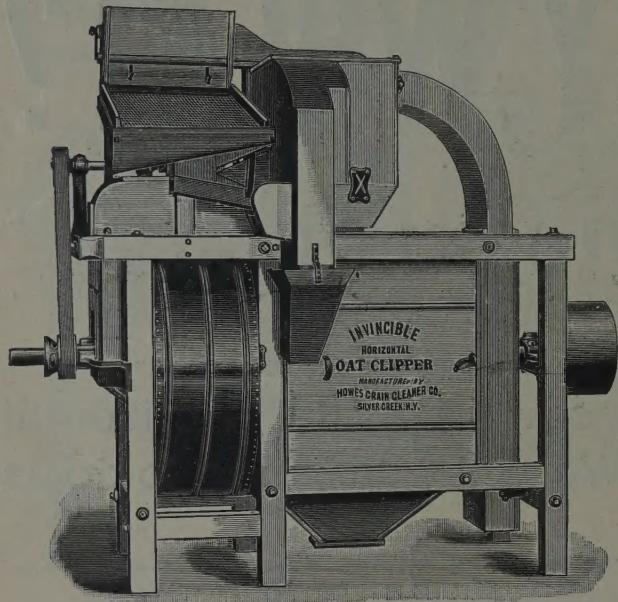


Successors to Howes, Babcock & Co., Howes, Babcock & Ewell, Howes & Ewell, S. Howes.

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Greatly Improved
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Satisfying to Users; in fact, the machine you need.

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City Elevator Co., Minneapolis, Minn., one.
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Richardson & Co., Chicago, Ill., two.
J. J. Badenoch Co., Chicago, Ill., one.
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M. L. Crittenden, Buffalo, N. Y., one.
G. H. Harroun, St. Joseph, Mo., one.

HOWES GRAIN CLEANER CO.,

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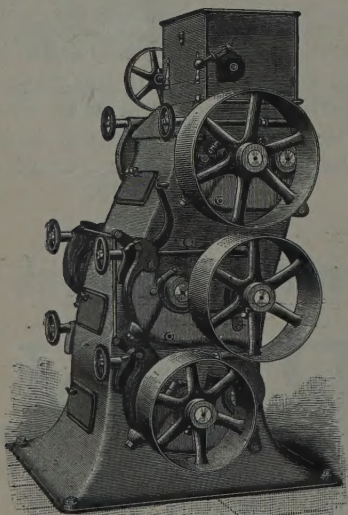
SILVER CREEK, N. Y.

NORDYKE & MARMON CO., Indianapolis, Ind.,

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QUALITY TO SUIT THE MOST EXACTING

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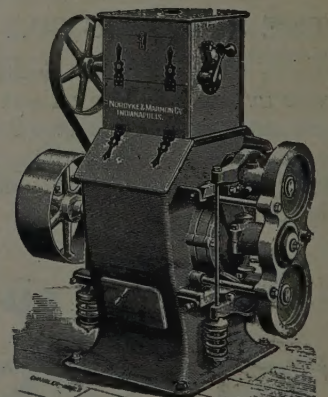


Three Pair High Six Roller Mill.

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Portable Buhr Mills,
Hominy Mills,
Wheat Heaters,
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Three Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS

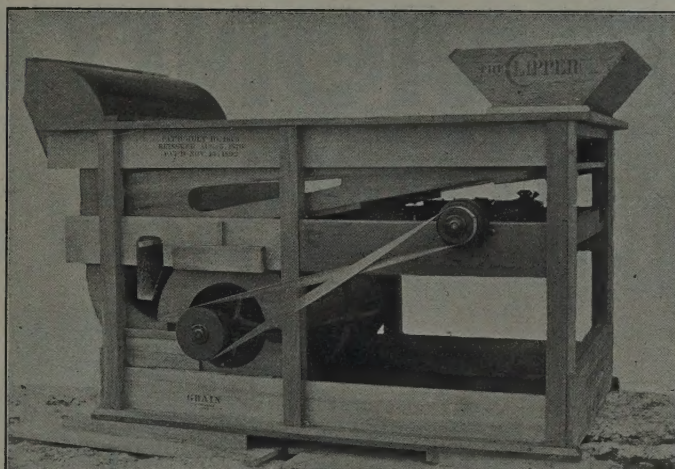
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NORDYKE & MARMON CO., - INDIANAPOLIS, IND.

GRAIN, SEED AND BEAN ..Cleaners..

Best
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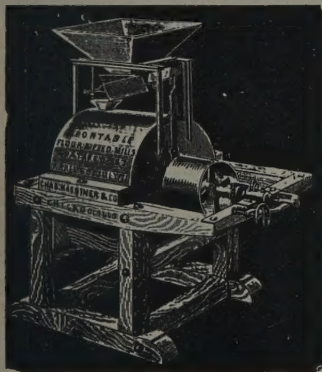
Simplest,
Strongest,
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THE CLIPPER NO. 9.

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DURABILITY,

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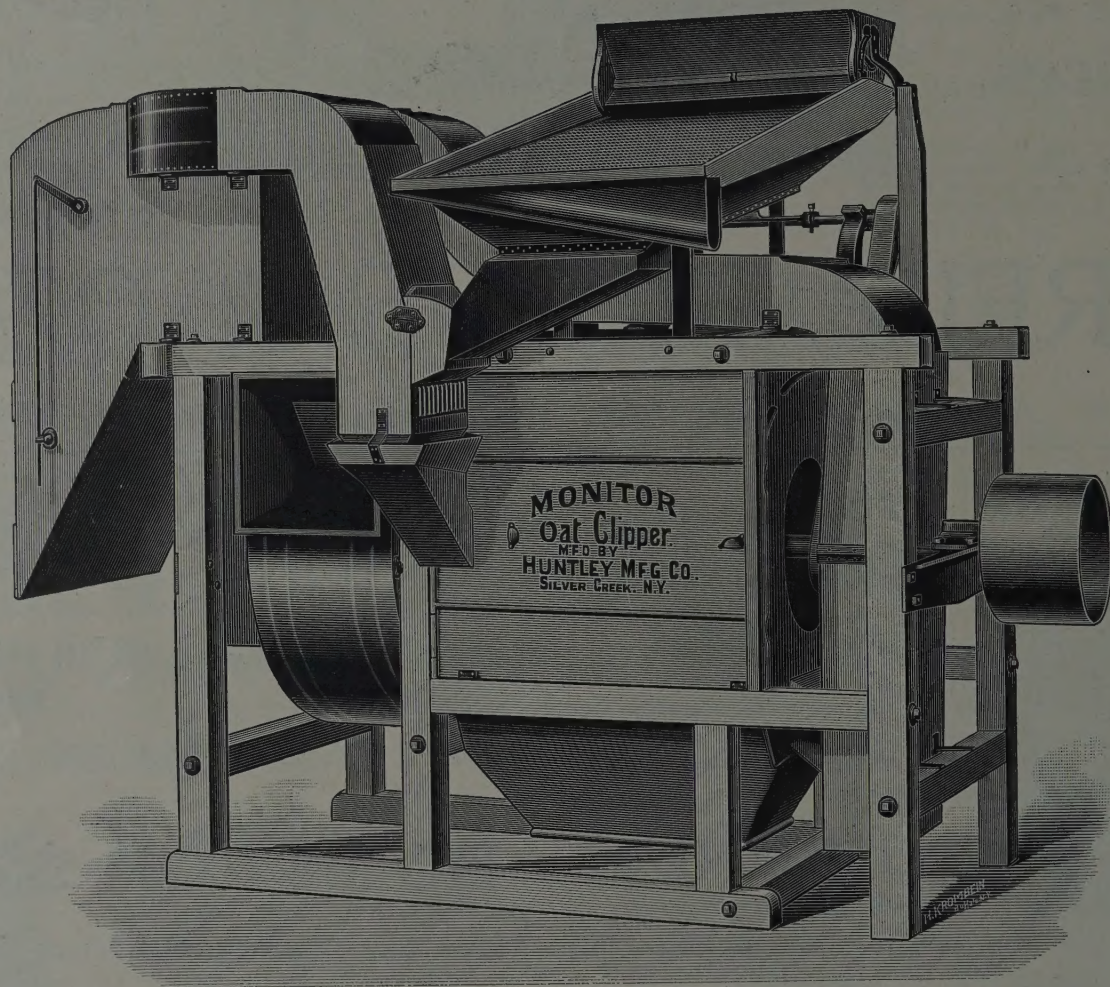
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CHAS. E. PRUNTY,
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Built on Honor. Sold on Merit.



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